NOTICE.

C. W. DUGGAN,

CEEWENS.

General Manager.

equal and generally superior to that

done anywhere else. Estimates given.



ESTABLISHED 1857.

No. 12,854

魏四十五百八千二萬登第

日六初月四年五十二溜光

HONGKONG MONDAY, MAY 15T., 1899.

HOTELS.

LONGKONG TOTEL

Elegantly Furnished Reading, Music, and

Wines and Groceries imported specially from

All Hotel Linen washed on the premises by

Electric Lighting in the Billiard Rooms

Wines, &c., cooled by Refrigerator.

Bedroom Accommodation-132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

PEAK HOTEL

CRAIGIEBURN.

FIRE PEAK HOTEL is situated at Victoria

Gap, five minutes walk from Peak Hotel.

City Office, 7, Duddell Street.

Telephone No. 123,

kong and the jour.

and i. om Canton

ing this famous old City.

Telegraphic Address, "Boavista."

For Terms, apply

Hongkong, 15th Ostober, 1898,

day or mouth. European Management.

Gap, adjoining the Trainway Terminus.

CRAIGIEBURN is situated at Plunkett's

Fine healthy location-variety of beautiful

fect protection against the North East Winds

METROPOLE HOTEL,

SAUKIWAN RUAD.

A N easy and delightful drive from the

Finest Brands of Wines, Spirits, and Boers.

BILLIARDS.

"BOA VISTA" HOTEL

MACAO.

MACAO is distant miles West of Hong

Steamer "HEUNG: AN" in 3 hours, leav-

Pourisls should not miss the chance o visit-

HING KEE HOTEL

(ESTABLISHED | 1873)

MACAO.

apecially built in place of the old well-famed establishment. It is pleasantly situated

in the centre of PRAYA GRANDE, facing south,

commanding a charming view of the sea on the

All Bed-rooms well furnished and comfortable.

VICTORIA HOTEL.

SHAMEEN, CANTON

OOD ACCOMMODATION, Excellent

Every CONVENIENCE for TOURISTS.

"VICTORIA"

NAGASAKI HOTEL,

LIMITED.

The FINEST HOTEL in the Far East.

NEWLY OPENED.

-Cuisine under an Experienced French Chef.

Moderate Tariff.

CONGRUNG HIGH LEVEL TRAM

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. ... Every quarter of an hour

9.30 a.m. to 10.45 a.m. ... Every quarter of an hour.
11.30 a.m. to 8.00 p.m. ... Every quarter of an hour.

3.20 p.m. to 6.30 p.m. ... Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m. and from 9.45

p.m. to 11.15 p.m. every half hour.

Extra Night care at 11.30 and 11.45 p.m.

SPECIAL CARS by arrangement at the Com-

JOHN-D. HUMPHREYS & SON; General Managers.

Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE

THE BEST NITRO-POWDER IN THE WORLD.

PRIOR OF 12-YOUR CARTEIDGES.

Donded ... With Powder

Powder ly. and I or of Shot.

Absolutely Smokeless and Water resisting

pany's Office, 38 & 40, Queen's Road Central,

Hongkong, 1st May 1899.

BATURDAYS.

8.15 a.m. to 10.15 a.m. ... Every half hour. 10.30 a.m. to 11.00 a.m. ... Every ten minutes.

8.70 a m. to 9.30 a.m. ... Every ten miantes.

6.30 p.m. to 8.00 p.m. Every ten minutes.

WAYS COMPANY, LIMITED.

Nagasaki, 16th February, 1899.

NAGASAKI.

MADAR & FARMER, T. F. da CRUZ,

Proprietors.

Telegraphic address:

A. B. C. Code used.

Telegraphic address "HINGKEE."

Cuisine Excellent. Terms Moderate.

L. HING KEE, Proprietor.

Manager,

R. F. INMAN

Secretary & Manager.

NEW large 3-storey building has been

ing Hongkong at 2 r.m. and Macco at 8 A.M.

GEO. J. CASANOVA, Manager.

CHAS. DALTON,

le each day (SUN

THE MANAGER.

Cool southerly breezes in Summer, with p

A First Class Hotel in every respect.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Hot and Cold Water throughout.

Europe and America.

Smoking Rooms.

Cuisine of the best,

Machinery.

1,350 fest above sea lovel

in Winter.

excellent Cuisina.

Native Community. Established for nearly FORTY YEARS, piroulates largely throughout Southern China In in China: etc.

-PRIOR \$21 PER MONTH.

Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street Hongkong; or from the different Agenta. Documents translated from or into Classic or Colloquial Chinese.

MHUNG REOL BYN M

(Chinese Daily Press), PUBLISHED DAILY

n eliu n for Advertising among the

the oldest and still immaninably the best

compliance.

. By Order of the Board,

Sanitary Board Room,

Hongkong, 15th May, 1899.

the 23rd May, 1899, at 3 P.M.

Hongkong, 15th May, 1899.

SUBSCRIBED CAPITAL...

TAM HOK-PO

CHINA LAND COMPANY, LIMITED.

NOTICE is hereby given that the FIRST

SHAREHOLDERS of this COMPANY will

QUEEN'S ROAD CENTRAL, on TUESDAY

TUNG ON FIRE INSURANCE COM

PANY, LIMITED.

No. 2, BONHAM STRAND WEST.

—-Дикестовя:

YUNG YET-TING, , | KO YIK-KUM,

YUEN LAI-CHUEN ... | WONG SIU-HAM,

CHENG MAOTENG, | CHAN POTUNG,

has MONEY to LOAN on Mortgage.

Hongkong, 15th May, 1899.

Applyby Letter to

Noon.

20th instant.

THE Steamship

at DAYLIGHT

Hongkong, 15th May, 1899.

LEUNG PULCHI, Esq. Chairman.

Lo Kun-Ting, Esq. | LAU CHIN-TING, Esq.

TONG SZE-SAN, Esq., Chief Socretary.

WANTED; FOR YOROHAMA.

EUROPEAN NURSERY GOVERN.

ESS or NURSE for Two Children.

DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW

"PRONTO."

Captain Grandt, will be despatched for the

above ports TO-DAY, the 15th inst., a

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE,

AND YOROHAMA.

"TONKIN,"

Captain Vaquier, will be despatched for the

above ports on or about SATURDAY, the

For Freight or Passage, apply to G. DE CHAMPEAUX,

THE OSAKA SHOSEN KAISHA,

REGULAR WEEKLY SERVICE TO

SWATOW, AMOY, AND TAMSUI.

"SUMIDAGAWA MARU,"

THE MITSUI BUSSAN KAISHA,

NOTICE TO CONSIGNÉES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,

LONDON AND STRAITS.

ONSIGNEES of Cargo by the a.s. Glen.

lochy are hereby informed that this

Optional Cargo will be forwarded on unless

intimation requesting it to be landed is lodged with the undersigned by Noon, on the 17th

THE CHINA MUTUAL STEAM NAVI.

GATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL

"KINTUCK"

having arrivel from the above ports, Consignees of cargo a chereby informed that their Goods

are being landed at their risk into the Godowns

of The Hongkong and Kowloon Wharf and Godown Company, Kowloon, whonce delivery may be obtained:

No claims will be admitted after the goods have left the Godowns, and all claims must be

sent in to the office of the undersigned before Noowen the 17th instant, or they will not be

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

No Fire Insurance has been effected, and

Optional Goods will be landed here unless

HOLLIDAY, WISE & CO.,

any goods remaining in the Godowns after the

instructions are given to the contrary Noon,

Bills of Lading will be countersigned by

McGREGOR BROS. & GOW.

steamer, left Singapons on the 10th instant

and is expected here on the 16th instant.

For Freight or Passage, apply to

Hongkong, 15th May, 1899.

Hongkong, 15th May, 1899.

THE Company's Steamship

examined on the 17th instant.

17th inst; will be subject to rent.

Hongkong, 11th May, 1899,

recognized.

to rent.

Hongkong, 15th May, 1899. .

HE Company's Steamship

Hongkong, 15th May, 1899.

General Managors.

THE Company's Chartered Steamship

LIMITED.

LAU WAN-KAI, Esq., Asistant Secretary.

. TONG TŽE-SAN,

. Chief Secretary.

Office of this Paper.

ORDINARY MEETING of the

Rates.

INSUKANCES.

FOUNDED 1710.

AGENT'S for the above Company, are prepared

YORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURO.

The Undersigned AGENTS of the above

Company, tre PREPARED TO ACCEPT First

Class Foreign and Chinese Risks at Current

FIRANSATLANTICFIREINSURANCE

The Undersigned, having been appointed

AGENTS for the above Company, are prepared

The Undersigned are now prepared to

DOUGLAS LAPRAIK & CO.

Agents for the Phonix Fire Office.

GRANT POLICIES of INSURANCE

DANSEATIC FIRE INSURANCE COM-

PANY OF HAMBURG.

THE Undersigned AGENTS for above

Foreign and Chinese RISKS against FIRE

MATIONAL ASSURANCE COMPANY

Евтавывные 1822

CAPITAL £1,000,000

FUNDS (over) 500,000

The Undersigned having been appointed

Hougkong, 19th September, 1898. a1988

 ${f ASSURANCE}$ GO.

The combined ACCIDENT and LIFE

POLICY is the MOST ADVANTAGEOUS

A yearly premium of £28 2s. (age 30)

£1,000 in case of permanent total disable.

£500 in case of partial total disablement by

£6 per week in case of temporary disable

Accidents insured against for £4 and £2

per annum (£1,000 in case of death by weekly

STORTH BRITISH AND MERCAN.

TOTAL FUNDS AT 31st DECEMBER, 1897

£18.558.989 0a. 0d.

I. AUTHORISED CAPITAL 23,000,000 & 8. d

II. FIRS FUNDS 2,743,819 7 9
The Undersigned having been appointed

AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at

AACHEN AND MUNICH FIRE INSUR

ANCE CO. OF AIX-LA-CHAPELLE.

prepared to ACCEPT RISKS against FIRE

NOTICE TO MARINERS,

No. 101 (SPECIAL).

CHINA SEA.

Lamocks, Lights, as described in Notice to

- Should it be recessary to extinguish either of these lights while the change is being made.

two seventh order lens lanterns will be exhibited

from the light tower gallery, one on the West

Either one or both of these lights may be seen

W. FERD. TYLER,

Acting Coast Inspector.

side and one the East side.

according to their bearing.

REUTER, BRÖCKELMANN & CO.,

SHEWAN, TOMES & CO.,

SUBSCRIBED CAPITAL 2,750,000

Hongkoog, 23rd June, 1898.

Hongkong, 21st April, 1897.

TILE INSURANCE COMPANY.

£2,000 in case of death by accident.

£1,000 in case of natural death.

payments in case of injury.)
For further Particulars apply to

Hongkong, 8th June, 1896,

rm of INSURANCE.

secures the following :-

ment by accident.

Current Rates.

at Current Rates.

COTTISH METROPOLITAN

RADECKER & CO.,

J. X. V. YERNON.

Agent.

AGENTS for the above Company are prepared

to ACCEPT RISKS against FIRE at Current

OF IRELAND.

L Company are prepared to ACCEPT

EAST ASIATIC TRADING CO.

to ACCEPT RISKS against FIRE at Current

Hongkong. 16th November. 1872

against FIRE at Current Rates,

Hongkong, Ist January, 1899.

at Current Rates.

Hongkong 17th August, 1887.

DHENIX FIRE OFFICE.

COMPANY OF HAMBURG.

to ACCEPT RISKS against FIRE at Current

Hongkong, 16th May, 1892

Hongkong, 29th May, 1895.

The Undersigned, having been appointed

BIEMSSEN & CO.,

SIEMSSEN & 60.

SIEMSSEN & CO.

Agents.

號五十月五年九十九百八千壹英卷吞 一年曾

FIETCHER & CO., THE PHARMACY, 22 QUEEN'S ROAD,

FLETCHER'S COMPOUND COUGH BALSAM, l-known pregnantion is specially recommended for its demulcent and expectorant qualities.

(OPPOSITE THE HONGRONG HOTEL)

SOLE AGENTS FOR TANSAN WATER.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

BOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS COMPANY, LD., LONDON, CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all Kinds. "VICTOR" METALLIC BOLLER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the Best Quanties." ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK. Superintendent THOS. SKINNER.

DODWELL & CO., LIMITED, General Agents CUTLER, PALMER & CO.

Have been Shippors to CHINA for nearly 75 years. Their Brands are favorably known all

Al QUALITY COGNAC. Distinguished by 4 STARS on the label. Price \$22.50 per 1 dezen bottles.

VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 STARS on the label. Price \$16.75 per I dozen bottles.

"PALL MALL" WHISKY, Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed. Price \$20.00 per I dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, in Patented Bottles.

Price \$10.75 per I dozen bottles

CHAMPAGNE BRUT. A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the debilitated. The price is but \$28.50 per one doz, quart bottles.

This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassall Price \$20.00 per 1 dozen bottles.

INVALIDS' PORT.

DOURO PORT. This is a fine quality Wine of exceptionally good value. Price \$14.25 per 1 dozen bottles.

SHERRIES, AMOROSO, The Earl Misa's shipping. Price \$20.00 per 1 dozen bottles.

LA TORRE. Price \$16.75 per I dozen bottler. Pure and natural Wine: a tonic.

CLARETS in Quarts and Pints.

LIQUBUR, BENEDICTINE, D.O.M. Price \$39.75 per 1 dozen bottles

Agents-SIEMSSEN & Co., Hongkong.

DISPENSARY. HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER, SODA WATER,

LEMONADE, GINGER ALE, SARSAPARILLA, RASPBERRYADE LITHIA WATER, LEMON SQUASH, &c.

OUR WATERS are made under the constant supervision of a duly-qualified English Chemist, and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes, and other Large Consumers. Any complaints should be addressed to the Manager.

JUST LANDED.

HIGH-CLASS CIGARS. COMPANIA GENERAL DE TOBACOS DE FILIPINAS.

INCOMPARABLS BREVAS IMPERIALES WINDSOR IMPERIALES FAVORITOS A. LOPEZ REGALIA A. LOPEZ PERFECTOS ALHAMBRA

REINA VICTORIA REGALIA ALHAMBRA PRINCESAS HIGH LIFE PERLAS ALHAMBRA LONDRES PRICES MODERATE. Apply to THE Undersigned, having been appointed a38, AGENTS for the above Company, are GIRAULT, 6, QUEEN'S ROAD CENTRAL,

BY SPECIAL BOYAL WARRANT TO HER MAJESTY THE QUEEN.

PERTH

WHISKY

50 GOLD AND PRIZE MEDALS.

EXTRA SPECIAL, \$14 per doz. SPECIAL.

> HAS A WORLD WIDE POPULARITY. SOLE AGENTS

> > H. PR!CE & Co... WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD.

BISMARCK & CO.,

284. PRAYA CENTRAL

SHIP CHANDLERS, PROVISION, and COAL MERCHANTS, have for sale Paints
of all kinds, Engine Oll, English and Japanese Coal, &c. Just received a shipment of
Russian hemp, tarred ropes 1" to 5" Most & Chandon dry Champagne in pints and quarts, \$30
per case; also Louis Reederer extra dry Champagne, pints and quarts, \$42 per case, Sole agents
for Darw & Co.'s Kiel Imperial and lager beer.

1103

BUOHANANS HOUSE OF COMMONS WHISKY

BUCHANAN'S BLEND WHISKY.

\$15.00 and \$13.00 per dozen.

LANE, CRAWFORD & Co. have been appointed Solk Agents for these celebrated brands of Whiskies.

SHIPPING.

May 13. DAGMAR, Norwogian steamer, 921, Nellson, Couton 12th May, General. GEO. R. STEVENS & Co. May 13, WINGSANG, British str., 1,517, T. H.

Sellor, Canton 13th May, General. JARDINE, MATHERON & Co. May 13, Nanchane, British str., 1,063, E. Findleyson, Taku 7th May, and Chefoo 8th. Groundouts and Oil. BUTTERFIELD &

May 13, Pronto, German str., 682, H. Grandt, Swatow 12th May, General - Douglas LAPRAIR & Co. May 13, TETARTOS, German steamer, 1,574,

T. Desier, Saigon 9th May, Rice. SIRMS. BEN & Co. May 14, Chillia British str., 1,158, Newcomb, Tongka 8th May, General.—BUTTERFIEDD

May 14, Lysemoon, German str., 1,238, Henermann, Cauton 14th May, General,—Stems. sen & Co.

May 14, MERFOO, Chinese str., 1,339, Frigast, Shanghai 10th May, General - CHINESE. lay 14, Osestes, British str., 2,992, J. Pulford, Shanghai 11th May, General Burrar-FIELD & SWIRE.

May 14, Taisang, British str., 1,544, W. E. Sawer, Shanghai 9th May, and Foochow 12th, General. - JARDINE, MATHESON & Co. May 14, YAMAGUCHI MARU, Jap. str., 2,038, R. Nunome, Moji 9th May, General.

NIPPON YUSEN KAISHA. **ULEARANCES**

AT THE HARBOUR MASTER'S OFFICE. 13TH MAY. Konoura Maru, Japanese str., for Kobo. P. C. C. Klao, British str., for Swatow. Dagmar, Norwegian str., for Newchwang.

Mitho Maru, Japanese str., for Kobe. Kweiyang, British str., for Canton. Doyo Maru, Japanese str., for Saigon.
Maizuru Maru, Japanese str., for Swatow. Tacoma, American str., for Moji. Sabine Rickmers, British str., for Bangkok, Hating, French str., for Hoihow. Haiching, British str., for Swatow.

DEPARTURES. May 13, Cuingru, British str., for Manila. May 13, COROMANDEL, Brit. str., for Europe. May 13, TACOMA, American str., for Tacoma. Well appointed rooms, attentive service and May 13, Strombolt, Italian Monitor, for

Shang hai. May 13, TRITOS, German str., for Saigon. May 13, Konouna Maev, Jap. str., for Kobe. May 13, MIIKH MARU, Japanese str., for Kobe. May 13, Kwelrang, British str., for Canton. May 13, Doyo Maru, Japanese str., for Saigon.

May 13, SABINE RICEMERS, British str., for May 13, ROHILLA, British str., for Yokohama. May 14, P.C. C. KLAO, Brit. atr., for Swatow. May 14, DAGMAR, Norw. str., for Newchwang.

May 14, MAIZURU MARU, Jap. str., for Swatow. May 14 HATING, French str., for Heibow. ALAICHING, British str., for Swatow. PASSENGERS.

Per laisang, from Shanghai, &c., Mr. Gater. Per Meefoo, from Shanghai, Mr. Chun Soy Chu and fumily.

Per Yamaguchi Maru, from Moji, Mr. G. Fullerton. THE only FIRST CLASS HOTEL in the Per Chusan, for Shanghai, from Hongkong,

Colony. Very moderate terms by the Rev. C. F. Wisner, Messra. F. Huxhaw and L. Witt: from London, Messis. Y. H. Griffith, R. Gibson, and Henri Noel; from Marseilles, Mr. H. Robinson, Dr. and Mrs. Fisher, and Mr. DAYS excepted) e Magnificent Saloon Rene St. Pol; from Port Said, Mr. A. L. Warner; from Bombay, Mrs. S. Murphine; from Singapore, Major McDonald, and Mr. Poart. Connection made by Company's Steamer to Per Coronandel, from Hongkong, for Singapore, Mr. J. R. M. Smith, Lieut.-Col. Keary, Mesers, R. R. Black, Ed. Rebstock, and C. Simpson; for Bombay, Mr. J. Nissim; for Marseilles, Messrs, F. da Silva, G. Sesma, A. Belaza, B. Murlinez, A. Martinez, G. Paredes, A. Hernandez, A. Naves, Roldan, Vavarro, Pevez, Arpon, Ezpelfa, Azcona, Legura, Mayer, Galdesno, and Delgado; for London, Capt. Davis, Mr. J. W. Gray, Mr. E. W. Rodet, Eng., R.N., Mr. J. T. Smith, Gr. (T.), R.N. Mr. C. Ban. yard, Gr. R.N., Messra. D. R. Law, R. S. Philpott, R. Hannay, Tahourdin, R. L. Fester, B. N. Foster, and Thomson: from Yokohama, for Singapore, Mr. J. E. Hay; for Colombo, Mr. and Mrs. G. W. Mitchell; for London, Mr. and Mrs. Alcock, Lieut. Cleaver, R.N.R., Mr. and Mrs. F. W. Playfair and child: from Kobe, for Singapore, Lieut.-Col. Dantra, and Mr. M. Richards; for London, Mr. W. B. Meek: from Shanghai, for Singapore, Mr S. D. Martin; for Bombay, Mr. R. S. Raphael; for London, Mrs.

Tuckey and 2 children, Mrs. Creed, Miss Annerlow, Mrs. Gray Owen, Misses Spink, Wilson, and Fawson. Per Robilla, from Hongkong, for Kobe, Mr.-Filiciano Barbara and son, Mosers, P. Daniels and N. Hilson; for Yokohama, Dr. Gibson: for

Yokohama, from Marseilles, Mr. H. Robinson; from Singapore, Mr. C. Oldfield. VESSELS IN DOCK. Kowkoon Dooks.—Isla de Cuba, Isla de

Luzon, Hongkong Maru, Hyson, H.M.S. Daphne, U.S.S. Bennington. COMMOPOLITAN DOCK.—Don Juan de Austria, Gerard C. Tobey.

TO-MORROW. Auction of Wrexham Pilsener Beer, at Sale Rooms, Messrs Hughes & Hough, noon Meeting Perseverance Ledge. 9 p.m. SECOND-HAND PIANOS,

(PROPERTY OF FAMILIES LEAVING THE COLONY). Offered at Cheap rates.

4 Cottage piano—Neumeyer 200
5 Cottage piano—Brinsmead 200 6 Cottage piano-Hoofe 200 7 Cottege piano-Chappell 250 10 Cottage pinno-Lone, Crawford & Co... 300 11 Cottage piano-Broadwood 300 12 Semi Grand-Collard (any reasonable,

offer, original cost \$1,000 - one year only in use.) LANE, CRAWFORD & CO. Musical Department. Hongkong, 7th April, 1899.

PERSEVERANCE XX LODGE OF HONGKONG, No. 1,185.

A REGULAR MEETING of the PER-SEVERANCE LODGE will be held at the FREEMASONS' HALL TO MORROW. the 16th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to

Hongkong, 6th May, 1899, WANTED.

INGAGEMENT, for balf a day's work daily, by a PORTUGUESE assistant with 18 years experience in Booking Correspondence, Shipping, Insurance and General Office work.

Good References, appply to Care of this Paper. Hongkong, 9th May, 1899.

CARMICHAELT & BARLOW Consulting Engineers, Surveyors, and Contractors.

Queen's Buildings. DESIGNS and Specifications prepared for any class of Steamships. Launohes and

light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised.

New and second hand Launches for Sale. Telegrams, "Chleste," Hongkong, Telephone, 232.

H. P. CARMICHAEL B. J. BARLOW. Hongkong, Blat March, 1899,

PUBLIC COMPANIES Communications respecting Advertisements, 8 to soriptions, Printing, Binding, &c., should be addressed DAILY Pages only, and special business matterd GREAT EASTERN AND CALEDONIAN CUN INSURANCE OFFICE, LONDON GOLD MINING COMPANY.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until COME SHAREHOLDERS not having applied for the PREFERENCE Orders for extra copies of Daily Prims should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Telegraphic Address Press. A.B.C. Code.
P.O. Bor 20. Telephone No. 12. SHARES to which they are entitled the Rates. in proportion to the number of Shares held by them, if applied for on or before 17th instant. LUTGENS, EINSTIIANN & Co. ADVERTISEMENTS

General Agents. Hongkong, 10th May, 1899. A. S. WATSON & CO. LIMITED.

LIMITED.

THE FINAL DIVIDEND for the year 1898, at the rate of Sixty Cents per Share (or Six per Cent. on the Capital of the Company, making Eleven per Cent. for the Year) is PAYABLE at the Hongkong and OWNERS of the Tenement Houses situated in the WESTERN DIVISION of the CITY SHANGHAL BANK, Hongkong, on and after (to the Westward of Morrison and East this date, the 9th May, 1899, on Warrants Streets) are reminded that those Houses are to be obtained from the undersigned. Local STREETS) are reminded that those Houses are required by Law to be LIMEWASHED and Shareholders are requested to apply at the CLEANSED previous to the end of June, and Company's Office for their Warrauts. in yiew of the present unhealthy state of that | The Dividend is also payable at the Hongportion of the City sarly compliance with the KONG AND SHANGHAL BANK, Shanghai, on presentation of Warrants there on and after the

Should the necessary work not be done by the same date. end of the month of June, the provisions of A. H. MANCELL, Ordinance 24 of 1887 will be used to enforce Hongkong, 9th May, 1899.

UNION INSURANCE SOCIETY OF CANTON, LIMITED. -NOTICE TO SHAREHOLDERS. 70

N INTERIM BONUS of Twenty por A Cent. upon contributions for the year 1898 has been declared. WARRANTS will be issued on the 1st May. By Order of the Board.

be held at the Company's Office, No. 36. DOUGLAS JONES. Hongkong, 20th April, 1899. · OLIVERS FREEHOLD MINES, LIMITED.

ATOTICE is hereby given that a CALL of 31.00 per Share has been made in respect of the "B" Shares in the above named Company, and that such CALL is PAYABLE to the General Managors, on the 5th day of July next, at the Offices of the Company, 33 and 40, QUEEN'S ROAD CENTRAL.

JOHN D: HUMPHREYS & SON, General Managers. Hongkong, 4th May, 1899. THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED. NOTICE.

CERTIFICATE for 100 Shares numbered 16,972/17,071 standing in the Re-This Company is prepared to_ACCEPT gister of this Company in the name of Miss RISKS against FIRE at Current Rates, also ELLEN FAREELL BEOWN having been LOST, notice is hereby given that a duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Cartificate unless produced within that period will there-

after be held by the Company as null and void. SHEWAN, TOMES & CO., General Munagers, Hongkong, 4th May, 1809. NOTICE

THE CERTIFICATES for 49 Shares numbered 8,159/8,168 18,159/18,168 numbered 8,159/8,168 18,109/19,105 28,159/28.168, and 38,159/38,168 standing in the Register of the CHINA MERCHANTS' STEAM NAVIGATION COMPANY the name of KAU MUN KEE & Co., having been STOLEN, notice is hereby given that the thoft has been reported to the China Merchants'. Steam Navigation Company, and Duplicate Certificates of the same will be issued, and that the Original Certificates together with the Interest Warrants of the same will be hore-

after held as null and void. KWONG CHEONG LOONG. .8, Praya West: Hengkong, 15th April, 1899.

CUTLER, PALMIR & CO.'S

PRICE \$10.75 PER DOZEN NET Bland of Selected Distillations of the Finest Scotch Whiskins · Apply to

SIEMSSEN & Co., Hangkong. NIAPIER JOHNSTONE'S

Sole Agents for it-LANE, CKAWFORD & Co., Hongkong. Captain Namekata, will be despatched for the above ports on SUNDAY, the 21st inst

Apply to G. C. ANDERSON.

FAMOUS

This World-renowned. Fine OLD HIGHLAND, WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of

QUARE BOTTLE WHISKY The sale of this good Scotch increases month by month; it is of Superb Quality and of CUTLER, PALMER & CO.'s SELECTION.

OLTLER, DALMER & CO TURNABOUT AND LAMOCES LIGHT-WINE SHIPPERS SINCE 1815,

Who have consigned their Brands to Hongkong | NOTICE is hereby given that the alterations for over half a century. In the character of the Turnsbout and Hongkong, 13, Praya Central Mariners, No. 332, will shortly be taken in

JOHN WAIKER & SONS'

KILMARNOCK WHISKY.

G. C. ANDERSON.

Imperial Maritime Customs. No. 13, Praya Central Coast Inspector's Office. Hongkong, 26th July, 1897. Shanghai, 8th May, 1899. PHOTOGRAPHY.

NEW FIRST-CLASS STUDIO. R. YERA has the pleasure to unnounce that, owing to the great increase in his business, he finds his Studio in Ardenal Street too small, and he has now opened in addition thereto a new one in Beaconsfield Arcade, fitted with

ALL THE NEWEST AND VERY BEST APPLIANCES.

COTTAM

The latest NOVELTIES in GENTLEMEN'S HOSIERY



ESTD. 1864. Telephone No. 75.

IRROY & CO., Carte d'Or. LANSON PERE ET FILS. PIPER HEIDSEICK, Gold foil. DOYEN & CO., (very dry).

KRUG & CO., Private Cuvée.

BOLLINGER & CO., Extra Quality.

LOUIS RODERER, Grand vin Sec.

POUMERY and GRENO. ACKERMAN-LAURANCE. SAUMUR. LOUIS RENAU (white seal). DUC DE VENDOME (cup).

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FREE SAMPLES ON APPLICATION:

5% discount on orders of 1,000 and over. Apply to,

Primrose Cases\$5.6.

Pegamoid Coses ... 25

Ejector Brass Cases. 6.90

WM. SOHMIDE & Co.

15, Queen's Road

the direction of Wanchai.

two were carrying ambrellas."

brought to justice.

Gun Company.

EXPRESS THEIR DYMPATHY.

On speing the account of the affair in the

papers His Excellency the Governor at once

wrote to express his own and Lady Blake's

sympathy with Mrs. Weight and Miss Wallace and a hope that the scoundrels might be

THE VOLUNTEER CORPS.

The following appointments are notified

Mr. Owen Ordish to be Captain in "B" Machine

Mr. George John Budde Sayer to be Lieutenand

Mr. Jeseph Harry Uderwood to be Lieutenant

in "B" Machine Gun Company

in "C" Machine Gan Company.

" B." Machine Gun Company,

AERATED WATERS.

AFRATED WATERS our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

teed. The best materials only are used, the words of command were given THE PRICES are only half those

charged in England.

Sir Edward Frankland, K.C.B., D.C.L. P.R.S., P.C.S., &c: the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture !-

of their own production.

"It possesses an extremely high " degree of organic purity and is of most excellent quality for " drinking.

A. S.-WATSON & Co., LIMITED. THE HONGKONG DISPENSARY.

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NOTICE TO CORRESPONDENTS UNLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their name and address with communications addressed to the Editor, not or publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra comes of DAILY uses should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only sumplied for Cash Telegraphic Address PRESS—1.B.C. Code. F.O. Box. 20 Telephone No. 12:

DEATH At No. 9, Hongkong Road Shanghai (the residence of her son-in-law, J. B. Nazer), on-the Sth May, 1899, JANE ANN, the reliet of the late ANTHONY FIELD SAMPSON, of Hongkong, in her 70th year.;

Hongkone, May 15th, 1899. IT is many years since any particular service of the Raj that would be utterly and crime has so stirred the colony as the as- entirely wanting among Chinese mercenaries, sault and robbery committed upon two ladies | whose interest in their employment would walking along that favourite promenade | be strictly limited to the reception of good Bowen Road on Friday afternoon A week | pay. No dependence could be placed upon or two previously a similar robbery was the latter either to mount a strict guard or to committed upon a young lady on Kennedy | take the most ordinary care of their wea-Road, but that was accompanied by rather pons. The Chinese soldier is a most casual less violence, and, alarming as it was, it creature and can with difficulty be taught was regarded simply as an isolated outrage to become an efficient fighting machine. Consulto suspend definite action. in which lawless characters had taken ad- When that difficulty is overcome, however, vantage of an adventitious opportunity to there remains the greater objection of his plunder a defenceless girl. The speedy unreliability. We say nothing as to his repetition of the crime, however, proves want of courage, for that is probably no that, there is a gang of thicves at work who have hit upon this particular scheme as heing at once easy of execution and attended with a minimum of risk. To knock a lady down and strip her of her jewelry is the work of a moment almost, and then the highwaymen can disappear up or down the hillside, where pursuit is almost hopeless.

No ladies walking unaccompanied in the outskins of the town can now consider themselves safe, and as the robbers are likely to grow bolder when they find how easily such crimes can be perpetrated perhap, a male companion would prove little protection to the ladies, but might himself share the same treatment. It would seem, indeed, as though we were back in the old days of knockdown robberies, when every resident considered a revolver a neces-

sary part of his equipment. This outbreak of crimes against the person has occurred simultaneously with the withdrawal of a portion of the Police Force to the New Territory, and it is impossible to avoid a suspicion that it is the weakening of the Police Force that has suggested to the criminal classes that they might find a of highway robberies. The Police Force was none too large to begin with; its strength had, in fact, not been increased in proportion to the growth of the colony. New Territory was therefore a policy danger. The great delay that occurred in the taking over of the New Territory was that an additional rate of two per cent. per angurely long enough to have permitted the completion of adequate arrangements for its | wan, Wongneichung, Pokfulam, North Point, administration, but instead of that the Government was apparently as unprepared as if the thing had come upon it suddenly. In Mr. STEWART LOCK-HART's memorandum on "the petition to "the House of Commons praying for an "amendment of the constitution of the Chinese. Weng Tung-ho has been living very "Crown Colony of Hongkong" the hon. gentleman said that there was "leisured class in this colony which has oivilization which he formesty detested. - China the time, even if it had the will, to devote Gaseite. "to matters of public interest," and he spoke of the European inhabitants as being "notoriously ignorant" of Chinese affairs. The regrettable occurrences in connection

with the taking over of the New Territory

-have shown how disgracefully ignorant of

Chinese affaire the Government is, and the present prevailing state of insecurity, on the most frequented roads of the colony, the question arises whether the community should not renew its ngitation in favour of obtaining a larger voice in the management of its own concerns. If plain business men had had any voice in the matter they would surely have suggested that an adequate Police Force should have been provided for the New Territory with-

out denuding Hongkong of its guardians of the poster. WE note that, according to the Weihaiwei correspondent of a Singapore contemporary, the 1st Chinese Regiment at the new Ultima. Thule of the British Empire is gradually assuming form. At the time he wrote Forrest, Mr. Forrest had been in indifferent twenty men enlisted, and these were being age—the Bank loses a man of very

there had been about one hundred rganised in four companies of thirty each. A good class of men was being obtained; the average height was about 5 feet 7 twenty years ago Mr. Forrest was Manager of inches, and the chest measurement about 341 inches. The recruits were being drilled, ABSOLUTE PURITY is guaran- and were picking the drill up quickly, though English, which is of course strange to them. | was \$18,327. The water rates in the Hill Dis-Six more officers and four non-commissioned officers were shortly expected to arrive from England, and it was thought that on MANUFACTURED | the arrival of these the Regiment would be BY US are acknowledged by the lead- capable of expansion into eight companies. ing English makers to be equal to those | Very likely, if the companies are to consist of thirty men to a company Yet we are disposed to think that a regiment of 240 men if composed of Chinese is more than sufficient for our needs in China, In fact, it would be better to abandon the idea altogether. In raising Chinese troops and teaching them it may be doubted whether the game is worth the

candle. The Chinese make but indifferent so jers, and are very likely to quit the service so soon as they see a chance getting better pay under their own Government. And though they know perfectly well that with the mandarins they would ago Yu was engaged in a suit in the Supreme always have their pay in arrear they would place against that disadvantage the solid one (to them) of laxer discipline and of advancement as drill instructors and petty officers by reason of the experience obtained during their employment at Weihaiwei. We have repeatedly mentioned the danger likely to be incurred by the employment of Chinese as troops, a danger assuredly not

compensated for by the facility of their enlistment. It would be wise for the War Office to see that the slender garrisons provided for the colonies in Eastern Asia are at any rate composed of good and reliable material. is, unfortunately only too true that in Great Britain, owing to the voluntary system maintained there, the difficulty of finding recruits to meet the requirements and fill up the regiments on foreign service is great and increasing. But it would be better to raise regiments in the Colonies and in Africa rather than enlist Chinese, who have no

liking or respect for the military profession, and whose anti-foreign proclivities render them at the present moment most doubtful tools to work with. The different fighting lied upon to prove faithful to their salt, and Government adopted. they have, in the course of generations, developed an esprit de corps, a pride in the

more conspicuous than with other Oriental races, while the natives of some provinces undoubtedly possess many of the qualities that go to make the soldier, such as endurance, patience, and hardihood. But so long as there is other material available, we strongly deprecate the experiment now being tried at Weihaiwei being extended. As Police the Chinese have proved far from

inore entisfaction as soldiers. The appointment of Police Sergeant R. Fenton to be an Inspector of Nuisances is

The death rate last month was; for the British and Foreign community, civil population, 17.4, and for the Chinese community, 21.1.

The Stamp revenue last month amounted to \$30,811, being an increase of \$3,470 on the amount collected in the corresponding month

The policing of the new territory is being rapidly pushed forward. The latest station is on the frontier near Shang Shui, where 14 Indian constables and 50 men of the Hongkong Regiment have been sent.

We regret to state that while out bioycling on Friday night Mr. J. J. Francis, Q.C., had a pasty fall, which will in all probability prevent favourable opportunity for the perpetration him from appearing at the Supreme Court today. The share case will, in that have to be postponed.

> It is notified in the Gasette that the 22nd inst, being Whit Monday, is to be observed as a holiday in the Government departments; it to a serious reduction also that the Queen's birthday is to be celebrated on Wednesday, 24th inst, which day will therefore be a public holiday.

A notification appears in the Gazette ordering num, to take effect from July 1st, 1899, be levied on the villages of Hunghom, Mongkok, Chaiand Tai Han, in consequence of the destruction of trees in those places and their neighbour-

The Chinese papers report, that on the 8th May the dismissed Imperial Tutor Weng Tung he received an important telegram from the Tsungli Yamen. What its contents were is a matter of much speculation amongst the quietly in Shanghai for some time past and has developed a decided penchant for various foreign When going eastwards we met four Chinamen, things and the superior comforts of Western

REWARE of the Party offering imitations of MACNIVEN & CAMERON'S PENS. They come as a boon and a blessing to men,"
The Pickwick the Owl, and the Waverley Pan. Sold at all Stationers. MACHIVER & CAMEBOR, Ltd., Waverley Works.

The Bhonghal Hugineering, Shipbuilding, and Miss Wallace in a most distressed condi. THE HARBOUR MASTER'S REPORT. and Dock Co. have just been entrusted with an tion. We helped them on to the road and saw them safely home. In the meantime I reported order to build two large steamers for the Tienwith ladies being knecked down and robbed this Shanghai trade of the China Morchants the matter to the police. "It seems that the lallies caught sight of my dogs, and though their assoilants had

The Foochow Echo of the 6th inst. says :-H.M. surveying vossel Watequitch arrived at choking them they managed to make the noise Pagoda on the 29th ulto, and we learn that she which attracted our attention. The Chinawill leave immediately to survey the coast at and in the vicinity of Samsha Bay:

Mr. Erich Goorg, in his weekly share list dated 13th May, says :- "A very steady business has been done during the wook under ro- spot where we found the radice, and succeeded view, and Bank shares, Dock shares, Hougkong Fires, and China Sugars principally have bene-fited." Under the heading of "Mining Shares" it is stated that the Raub clean-up for the months of March and April gave 2,400 oz. goldfrom 2,500 tons of ore crushed,

We regret to learn that telegraphic news has been received of the death on Friday last of the London Manager of the Chartered Bank of India, Australia, and China, Mr. Thomas, health for the last eighteen months. By his untimely ond-he was only fifty four years of considerable ability and one who commanded the unanimous respect and esteem of the staff and all he came in contact with. Close on the Hongkong branch, and was widely known throughout the Far East and India.

The water account for last year is published in the Gazette. The total receipts were \$135,413, and the balance of receipts over expenditure trict amounted to \$2,592, and a sum of \$1,873 is entered against the Peak under "Amounts rendered to Treasury," which presumably represents the charge made for excess consumption or for water supplied under special agreement. This gives a total of \$4,465. The expenditure in connection with the supply to the one exc the Peakites. The balance has to come out of dwellers on the lower levels. And, furthermore, while the said less fortunate dwellers on the lower levels are put on short allowance during periods of scarcity the full supply is maintained at the Peak. In this instance the Government gives a literal application to the passage of scripture "To him that hath shall be given." The Peakites are very well able to pay the full cost of their water supply.

From the Shanghai papers we learn that that notorious scoundrel Yu Shui-wan has been appointed to assist in the delimitation of the Shanghai Settlement extension. Some years Court of Hongkong in which he tried to gain possession of property belonging to his sister. Bir Fielding Clarke, who tried the case, gave orders for his committed on a charge of perjury. TO THE EDITOR OF THE "DAHA PRESS." but while the warrant was being made out Yu slipped away and succeeded in concesting him- on my letter of the 12th last, when labouring self until the evening, when he left the colony to raise difficulties in the way of registration disguised as a coolie. He was at that time en you ask how the provisions of the Ordinance gaged in a solicitor's office in Hongkoug, but could be enforced. There ought to be no diffiheld mandarin rank in China, and he has since culty about this. The British and foreign North. On one occasion when Bir Nicholas be perfectly simple to have monthly inspect side steamers attracted by the enhanced freights Hannen had to conduct an enquiry con- tions, and I fail to see that there could be on coal and rice in the first half of the year. iointly with a Chinese official Yu was hardship in the matter to any sensible perthe official appointed, but Sir Nicholas de- son. Of course that are some foolish people the present occasion, assuming Yu to be the the substance of what was inherently good to man we suppose him to be and that a similarity of names has not caused a confusion of identity.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."] LONDON, 11th May. GREAT-BRITAIN-AND THE TRANS

VAAL. The anxiety at Johannesburg has been allayed owing to a report that Sir Alfred Milner and President Krager will most at Bloemfontun to discuss the situation.

THE CHURCH DISCIPLINE BILL. The Church Discipline Bill in a boon rejected races in India may for the most part be re- by 3:0 to 156 and the Amendment of the

. CRICKET.

THE AUSTRALIANS IN ENGLAND. The first Match of the Australian Eleven against the South of England ended in a draw. LONDON, 12th May. GREAT BRITIAN AND RUSSIA IN CHINA

Mr. Brodrick, speaking in the House of Commors, said that representations had been made to Russia relative to the refusal of the Russian Consul to recognise British titles of land in Hankow, and that Russia had instructed her

THE SUGAR REFINING TRADE. Refiners favouring an agreement with the constant. Wages might possibly increase some. fewer ships made more frequent returns and Powers, said that he was willing to penalize bounty fed Sugars, and that he and Lord Salisbury had no ojection to countervailing duties, but before proposing them they must be certain that the country was with them, as was the case

ANOTHER HIGHWAY OUTRAGE.

HONGKONG LADIES ATTACKED AND ROBBED. The fact that the perpetrators of the recent highway robberies have escaped detection so far has emboldened others to follow in their a success, and they are not likely to give steps. An outrage of an exceptionally daring character took place on Bowen Road on Friday night, Mrs. Bateson Wright and Miss Wallace (of Belilies Terrace) being assailed by three Chinamen. It is believed that a fourth was on the look-out. The men were fairly well dressed and clean, and apparently were much above the ordinary coolie class. Singular to relate Captain Superintendent May was himself on Rowen Road on Friday night and came across three men. He was not favourably impressed by them, but they were not sufficient-

v suspicious looking to lead him to stop them, Mr. A. Seth was also walking along the road and heard the ladies' screams. He at once wont to their assistance and the men made off. At the same time Mr. C. W. Duggan was on Kennedy Road. He heard some shouting, but thinking the noise emanated from some Chinese

he took no notice of it. The affair happened a little before seven o'clock. When the ladius were near the new self-contained and is distant; the detection of men, apparently gathering forms. They did paratively easy there in the Police are worth crows of Percent, were other Europeans, not take much notice of them at the time, but anything. In Hongkong, on the other hand, Britishers, 260 per cent, were other Europeans, they had only got a couple of pases past them, the Police are singularly handlenpped. The 71.4 per cont. were Asiatics. when the Chinamen rushed upon them. One of facilities for getting away to a lingo Chinese Taking the total of outries and departures, them seized hold of Mrs. Wright and the other city like Canton, where any number of crim the average crew of British ships was 67, of Colony and compelling them to go to Canton were dragged down the embankment by their as numerous other places on the mainland Foreign ships 47, of which 28.6 per cent were was carried on extensively; and further, the assailants. The one who had attacked Mrs. where they can find secure asylams, are most Europeans. Wright endeavoured to blind her with pepper, and putting a knife to her throat threatened to kill her if she was not quiet. Of course under the circumstances the ladies gave up their jewellery without demur. Mrs. Wright had a gold watch and chain and a gold bracelet taken from her, and Miss Wallace a gold, curb

chain bracelet. A brooch, which was reported missing, has been found on the scene of the attack, together with an umbrella and a shoe belonging to one of the Chinamen. Of course the ladies received a great shock and were badly scratched and bruised, but were

not otherwise seriously injured. MB, A. SETH'S EXPERIENCE. Since the above, which appeared in our extra on Saturday, we have been able to glean some further information as to the outrage. Mr. A. Seth informed a representative of the Daily

walk along Bowen Road on Friday evening. and they had no sooner passed us then we met Mrs. Wright and Miss Wallace. I exchanged a lew words with them and then passed on. On our return, when we had got to the west end of the long bridge, my dogs went to look over the port. precipice, and immediately afterwards we heard shrieks. We ut once rushed forward, and guided by the chricks Messrs. Gregory and Apoar descended the incline, while I stopped on the path to keep the coast clear there. About Kobs on Friday, May 12th, and was to leave seight feet down my friends found Mrs. Wright again on the 14th instant at daylight.

Herbour Master, for 1893 is published in the Gazette. We make the following extracts:

their hands over their mouths and were almost men must also have seen the dogs, for they at once rushed through the bushes and made for "After dinner my friends and myself and a party of young men went with lights to the in finding Miss Wallace's glasses and her brooch, and also an umbrella evidently belonging to one of the rufflans. Of the four mon whom we met H. E. THE GOVERNOR AND LADY BLAKE

cleared, making a grand total-of Foreign tonnage of 4,547,085 tons entering and clearing.

represented 20.4 Foreign Ocean-going tonnage therefore represented 26.3 Foreign River tonnage therefore represented Junk tonnage (Foreign trade) Mr. James Herbert Aitken to be Lieutenant in

presented

THE AMBULANCE CLASS, Major J. J. Watson, R.A.M.C., in his report as against 93 in 1897. For European-conon the examination hold on March 28rd of Volunteer ttending the classes for instruct be 15.17 as against 13.63 in 1897, and of the ance drill and first aid to the ment. This gives a total of \$4,465. The ex-wounder penditure in connection with the supply to the one exc. Hill District is not separately stated, but we most h. y. Homein the salminable flag this table shows a large numerical increase, y. Homein the salminable flag this table shows a large numerical increase, believe the cost of pumping alone amounts to paper and for his thorough practical knowledge, but a comparatively small tonnage increase between ten and twelve thousand dollars a year, also Gunner Sutton who sent in the next best | (673 vessels of 436,882 tons). This is accounted or more than twice the total amount paid by paper. The stretcher Will was admirable, and for by an increase in small steamers running to reflects great credit both on the men and their | Macao and Canton and the West Biver Ports, the rates contributed by the less fortunate Instructor. It was a great pleasure to me to amounting to 759 vessels "in and out," measurexamino a class having such an able Instructing 143,398 registered tons, and at the same ter as Surg. Capt. F. U. Stedman at its head." Bombardier A. P. Nobbs gained the mari- 257 vessels of 12,896 tons, the balance, viz., 502 mum number of 100 marks, and the following vessels of 130.502 tons, represents the increase gunners has been awarded Red Cross badges :- in the River trade and this, being deducted Gunners A. L. Sutton, 90; J. Mody, 854; J. H. R. Hance, 80; W. A. Baker, 80; Chunnutt, 80; L. E. Brett, 80; and G. Tuchy 50.

CORRESPONDENCE

IWe do not hold ourselves responsible for the opinions expressed by our correspondents. AN ORDINANCE FOR THE REGIS TRATION OF CHINESE SERVANTS.

DEAR SIR .- In the course of your remarks

preserve the shadow of what they thought to be more valuable. All these objections, however, if you probe down to the root, will be found to arise mainly from laziness-too much trouble! That is the whole secret. You conclude the whole matter by expressing

doubt whether, in the evant of registration beaccomplish the object in view. You think it would be "no bar to a servants' leaving the Government. Colony, and when a thief saw his chance of geting away to Canton with his master's property he would not be deterred by the consideration that he would thereby forfeit his registration

Now, Sir, you misapprehended to some extent plural not singular. One great object in ob- Pacific Co. of American nationality. I first came to the colony the percentage of good and trastworthy domestics was very much higher than at present, more especially among the coolies. It is now almost impossible to get | tons. servants who will do any reasonable amount of work, and there is a very considerable percentage of thoroughly had characters among them. I believe registration would result in a weeding ont of the worthless class to a considerable

extent, because there would be no difficulty in bringing in new servants from other places officers and 44 foreigners as follows:if the supply of local ones ran short. There not be the danger of a guild, as in the cash of the engineers, because no special training or examinations would be necessary. Another object in view in advocating registration is certainly the prevention of orime. You think it would be no deterrent. Well, that as the opinion. I don't think it is worth much, for reasons I will mention. You say in effect that the chance of getting away with his master's property to Canton would outweigh the consideration that the thief would lose his registration ticket. Under some circumstances and in certain cases -- say where the servant happened to be a criminal—it might. Perhaps, if the loss of the registration ticket alone were concerned, it might not deter even an unlucky gambler from lavanting with a big prize. But I submit that, in the vast majoriti of cases, the facts, first that the servants photograph, name, and description were lodged in the Police Office, that the knowledge that a hue and ory would be raised after him, that he could never again with safety return to the Colony, and that, finally, he had out himself off from the means of making a good livelihood. would serve as very strong deterrents to the

commission of robberies from employers. In any comparision with what may have happened in Ceylon-and my information is at | ships (or 13.8 per cent.), Chinese vessels carry. least as reliable and as up to date as yoursconsideration must be had to the very different circumstances of the two Colonies. Certon is orime and the capture of criminals are cominals can be absorbed and lost eight of, as well which 20 per cent. were Europeans, and for exceptional. Once outside the bounds of the Colony, moreover, thieves find every facility for disposing of their plander, while the Police, on the other hand, can obtain none of that assistance which is afforded to them in civilised.

countries when in quest of crimitals. If, therefore, the Registration Ordinauce had for the first half of the year show that 489,000 the Customs Stations and Cruisers from the even been allowed to become inoperative in Caylon, it would constitute no valid reason why it should not be tried here, where it is so much more urgently needed. In connection with this question I think that

one of the Unofficial Members of Council might usefully ask the Government to furnish a statement of the number of robbonies from British and foreign residences reported to the Police during the past three yours and the number of convictions in connection therewith, -I sm, dear sir, yours feltufully, R CHATTERION WILCOX. Hongkong, 18th Mar 1899.

LATEST STRAMER MOVEMENTS. The E. de A. steamer dirlie, from Sydney, reported.

&c., left port Darwin on the 12th instant for this The M. M. sleamor Toulin, with the next | orease of 187,979 tons of cargo. French mail, left Singapore on Baturday at

The Report of the Hon. R. Murray Rumsey'

The total tonnage entering and clearing charged in Hongkong. amounted to 17,265,780 tons, being an increase compared with 1897 of 1,327,608 tons, and over | sented by 54,939 vessels, aggregating 8,425,504 any previous year. There were 39,815 arrivals | ping 493,651 tons of bunker coal. of 8,648,274 tons, and 39,814 departures of 1,617,506 tous. Of British ocean going tongoing tonnage 2,273,871 tons entered, and benefitted also, for the cargo in transit was 2,267,239 tons cleared. Of Foreign River Steamers 2,994 tons entered, and 2,231 tons

entered, and 1,812,470 tons cleared. Of Junks | tons, carried 8,143,658, tons of cargo made up as in Local trade 194,291 tons outered and 192,002 follows:-British Ocean-going tonnage 29.9 per cent British River tonnage therefore

represented 21.0 Junk tonnage (Local trade) re-

5.313 Steamers, 226 sailing vessels, and

29,466 junks in Foreign trade, entered during the year, giving a daily average of 96 vessels structed vessels the average daily entry would steamers arriving 68.12 per cent. were British. A comparison between the years 1897-1893 is time a decrease in lorchas on the same route of from the figures given above, leaves a total exclusively in favour of ocean-going traffic under the British flag of 171 vessels "in and out," aggregating 306,380 tons, or an average | Receive (bulk)

of about 1,800 tons per vossel. For vessels under Foreign flags there is a substantial increase over 1897. (441 vessels mea. Liquid fuel. suring 681,252 registered tons); of this, two West River steamers represent 91 vessels and 5,925 tons, and the loreing take another 1,121 tons. Taking these two items into account, a balance is found in favour of ocean-going traffic under Foreign flags, of 359 vessels representing 674,206 registered tons. Of this balance the vessels under the Japanese flag contributed the largest shere by 177 vessels measuring 406,179 tons, about one half of which or 52 vessels of 196,968 tons, goes to the credit of the Nippon Yusen Kaisha' (European line) and 25,426 tons to the three new Pacific Liners; the balance of been in Chinese official employment in the community is not so large that it would not increase under this flag was made up by out-Next in order come vessels under the German

flag; after deducting the lordin trade which clined to meet him, and the Chinese authorities who are so jealous of any infringement has dropped out altogether, and those old friends had to appoint another delegate. It is to be of the liberty of the subject that, like the, who have left us, we still have an increase over hoped that a similar course will be adopted on worthy bishop you quote, they would sacrifice 1897 of 39 vessels of 144,889 tons. The new steamers of the Hamburg-American Line are the chief contributors to this increase, the first of these steamers arrived here in March and at the end of the year they are credited with 34 vessels "in and out" representing 116,670 tons. Nine new ships under this flag also called here during the year representing in the aggregate "in and out" 25 vessels and 28,044 tons; is ing decided upon and strictly enforced, it would I these last were comprised 3 coal halks en route for_Kiaochow and 3 cruisers for the Chinese

> The Norwegian flag shows an increase of 125 vessels of 88,899 tons, made up chiefly by 11 new steamers and the roturn to these waters of some of the older ressels which were away in The American flag contributes to the increase

the objects-not object- are in view. Pos- 30,778 tons, chiefly owing to the chartered sibly it was my realist to the shown they were Manila, and to the adoption by the Northern terresis which called here after the fall of taining registration is to my mind to secure a Danish colours give an increase of 15,641 which called here first in May and continued during the year.

The Swedish flag deserted us during the year, taking about 24,000 tons, and other to leave at night. nationalities call for no special remarks. The actual number of ships of European construction exclusive of river steamers extent. It would show up the inselent rescals | which entered the port in 1898 was 556, being | who are eternally changing their places, and 239 British and 317 Foreign; these entered in employers would see at once by the tickets the aggregate 3,564 times, giving a total whether a candidate for employment was likely tourage of 4.871,213 tons; in 1897 the ships to prove a good or desirable servant. Of course numbered 592 and the entries 3,437 In 1898 the only entries on the tickets would be the dates | the ships were 579 and the entries 3,285; the of engagement and conclusion of service, but total tonnage in 1896 was 4,487,767 and in 1897 these would be sufficiently eloquent if they were it was 4,369,563. The feature in 1898 is that

> The 239 British ships carried 2,401 British Americans ... Portuguese, Norweginns,

The proportion of Foreigners was therefore 8 per cent., comprising 8 nationalities, decrease of 0.2. per cent. with fewer ships: The 317 Foreign ships carried 2,068 officers. of whom 235 were British, as follows:-

The proportion of Britishers, in foreign vessels was therefore 11.3 per cent., distributed under six different heads, an increase on 1897 of 0.5 per cent. with an increase of 44 foreign ing 46 per cent, as against about 8 per cent, in

Of the crews of the British vessels-19.3 per cent were Britishe's, 10 per cent, we's other Europeans, 79.7 per cent, were Asiatics. Of the

The year 1898 was marked by a large deal in rice and coul and by the introduction of the

trade in Bulk oil from Langkat (Sum) 'a. which was largely availed of and the fetures the Government of China to remove altogether tons were reported by ships entering, which was neighbourhood of the island, and to arrange over 100,000 tons more than during the whole that duties be collected only at those ports or of 1897, and of which the bulk was en route for places at which there exists an export or imdegree during the second half and at the und ernment refuse to remove the Stations and of the year 747,000 tone had been reported, criusers altogether, it might be urged upon being more than double what it was in 1897. 317 967 tong had been reported as arriving, be bour." ing an increase over 1897 of about 86 per cent. Whatever may have been the cause, it appears Bulk oil, which made a large stride in the that after 1875 the junk trade, as represented

European constructed shipping reported an infor the above figures on gratuitous information consequence of an additional outstation, at European bottoms instead of in junks.

compiled together without any special staff or Using the classification adopted in previous years we find that the total import trade of 1898 was represented by 35,005 vessels aggregating 8,453,983 tons, carrying 5,958,465 tons of cargo, of which 3,938,143 tone were dis-

Similarly, the export trade of 1898 was reprethree-quarters of a million tone more than in | tone, carrying 3,076,474 tone of cargo, and ship-Comparing-the above with 1897 we get the gratifying result that in 1898 the import trude nage 2,597,342 tons entored, and 2,580,187 tons of the colony was increased from all parts of cleared. Of River Steamers (British) 1,765,495 | the world, and that this increase amounted in tons entered, and 1,762,624 tons cleared, mak- the aggregate to 659,838 tons of cargo dising a grand total of British tonuage of 8,705,648 | charged. Further we find that, during the tons entering and clearing. Of Foreign ocean same period and by the same means, others were

advanced by 167,860 tons. In exports generally there was an increase of 1,205 ships and 229,151 tons of cargo. During the year 11,058 vessels of European Of Junks in Foreign trade 1,814,218 tons construction, aggregating 13,252,783 registered

> Burker odal shipped 8.143.656 The total number of tons carried was therefore 61 per cent, of the total registered ton-British Ships.....

nage, or 80 exclusive of River steamers, and was apportioned as follows :--Imports.— Exports ---1,196,521 British Ships ... 1,044,673 Foreign do., British Ships,... Foreign do., British Ships Foreign do.,

Total, 8,143,656 The imports eregiven in the following table := 1697. 1898. 11,092 11,092 601.544 · 817.967 216.428 · Cotton farn and cotton 85,904 103,544 17,640 48,860 66,160 11,800 67,362 19,580 60,346 211,777 - 287,422 . 55,045 1,2(1,700 1,151,140 2,747,081 3,388,489 731,378 85,95 Transit 1,862,462 2:020,322 167,860 Grand total, 4,595,523 5,408,811 800,238

THE JUNK TRADE. A review of the junk trade of the Colony may In the early days of the Colony's history Piracy in its neighbourhood was more or less common; In his Annual Report for 1865 the Stations has interfered with our junk trade in Harbour Master says "There can be little doubt | the past is problematical, and the only solution but that every armed junk becomes a rivate to be arrived at is by inference, since all direct when an opportunity offers," and in 1869, after the introduction of the "Harbour and Coast" to China's undoubted right to collect her Ordinance, he says "Formerly there was good | Customs revenue somewhere, in her own ted out in this harbour, Free Trade amongst | that our junk trade would have been larger if cal pests of our waters had unmolested ingress | ports of origin and destination of the goods, and egrees at all hours of the night and day." Ordinance No. 6 of 1866-"The Harbour border.

and Coast Ordinance."-which came into force on 1st January, 1867, made provision for the regulation and control of junks; most of its. 28 per cent, and, if certain Liensed Junks which provisions have been re-enacted from time to time since, and the regulations now in force are for all practical purposes the same as in 1867 and are briefly as follows: -Junks are divided into the o's and (1) Uniterest Junks and (2) Licenson Annits. These classes are again divided into :-(1) Trading Janks and (2) Fishing Junks.

UNLICENSED JUNKS. Unlicoused Junks are required-(1) To anchor in certain places called "Anchorages for Junks" The Chinese flag showed an increase of 12,159 and from which they may not remove without permission. (2) To report their arrival. (3) To give notice of intended departure. (4) Not

Any junk, on complying with certain conditions as to giving security, &c, may be granted a licence by the Harbour Master, either for trading or fishing, for which a fee is paid the maximum being \$20 a year. She obtains the following advantages:-(1) payment of a fee of 25 cents she is granted a special permit, good, for one month, absolving her from reporting each arrival and intended departure. (3) If a fishing junk; she is granted permit, on payment of a fee of 25 cents, allowing her to leave during certain hour of the night and early morning. In 1887, 20,787 Trading Janks of 1,367,70; tons entered; and 29.443 of 1,353,700 tons cleared. In addition 1,414 Fishing Junks were licensed aring the year and the greater number

me in or left daily during the winter months. In 1898, 29,466 junks of 1,814281 tous our tered and 29,470 of 1,812,478 tons cleared, hiso 5,379 Fishing Junks were lisensed. In 1868. Customs Stations were established in the vicinity of the colony by the V coroy of Canton, primarily for the collection of Opium "lekin" and opium "duty," but this soon became extended, and a lovy of legin and duty on all imports and exports was made at the these stations (see Sir James Russell's report 1886). and in 1869 the Harbour Master reported "1 think the decroase in tonnage in junks can reasonably be attributed to the existence of these Stations (Customs) and to the activity of

the craisers attached to them. In 1874 a Commission, which had been uppointed to enquire into "complaints made against the action of the Chinese Maritime Customs in 1897 it was 39,991.611 giving an increase of the neighbourhood of the colony and the alleged 10 per cent in the 10 years to put against an detriment to trade arising from such action," aulmitted their report. They found in the of European ocean going shipping during the course of their investigation "that a most your same period. tious system of blockading is kept up at all the ontrances to the barbour by a number of boats in the employ of the Hoppe of Canton, the salt former, and the collector of the lekin tax, and that these craft continually muke use of and

cre oach into the waters of the colony and notually capture funks therein. The proceedings of these blackaders, which were gravest in character were the stopping of junks proceeding on distant voyages with cargoes of lawful merchandise laden in the ports in Formese and elsewhere and the taking of these to Canton to be muletal in heavy sums, or possibly to be condemped and sold. The Commission advised that Her Majesty's A demand for rice in Japan created parket Government should ondeavour "to prevail on

The import continued in a lessened port trade, and that should the Chinese Govthem to remove these to a greater distance than Coal in the first half year showed an increase they are at present say, not nearer in any case of 120,000 tone and by the end of the year than ton miles from the entrances to the har-

first half year, fell off in the second half, but by the Harbour Muster's returns, began to the year shows an increase of 19,580 tons, improve, and in his report for 1877 the Har-Care oil was practically the same as in 1897. | bour Mactor said "It was the general opinion, Sugar and flour show a considerable increase, and I shared in that view, that the blockade and the Import Return closes with a net in would have a tendency to check the trade and cargo returns) European tonnage discharged cresse over 1807 of 645,428 tons of cargo consequent prosperity of the Colony, but in 3,717,910 tons of cargo and the value of the the face of the figures which these returns ox. foreign goods experted from Hongkong to In exports, a net increase of 552,072 tons of | hibit. I am unable any longer to see that the offect of the blookade bue been so detrimental as it was thought it would be." The figures The transit return gives an increase of referred to shewed in 1878 an increase over risen to I ton to 8 Hk. Tis., but it dropped in 1877 of 1,186 inake entering, and the 1897 to 1 ton to 5 Hk. Tls., owing, in the opinion There can be no necessity for me to again Harbour Master attributed some of this in of the Commissioner of Customs, to transit refer to the feet that we are entirely dependent process to more correct records being kept, in privileges fevouring at that time shipments in

Tanmati. However, there were still nomph. of the solute of native craft carrying so calic "cantraband." From 1877 to 1887 the junk trade, according to the Harbour Master's reports, flustrated by tween 1,600,000 and 1,800,000 tons untered yearly. The highest agures ever attained proviously being 28,340 junks of 1,871,810 tons en-

In 1887 as a result of the Commission which sat, in pursuance of the Cheloo Aguiement (1876), and the additional Article to the Agreement (1885) the collection of duties on goods imported and exported in junks, devolved upon the Foreign Collectorate of the Chinese Maritime Customs, and the Customs Stations round Hongkong were placed under the direction and supervision of a European Commissioner (Mr.

It cannot, I think, be denied that, even since this change was made just causes of complaint have at times arisen, and I am persuaded that causes of complaint will continue to arise if the Customs officers are vigilant and zealons, the difference from the old state of things being that vigilance and zeal will be the disturbing causes, instead of rapacity and dishonesty. The only real panacea is the case . . . imary cause, viz., the Customs stantons commerves.

A careful consideration of all points of the question which occur to me draws me to the conclusion that, inconvenient though it is, and contrary to the usual manner of nations. We have up to the present no night to object to these stations; I do not think we have any legimate grievance against the Chinese Government because it endeavours to prevent junks trading to Chinese ports with what it declares to be contraband, or to smuggle dutiable goods, no matter where the cargoes have been obtained always provided that this does not lead to a violation of our territorial waters and that resels and goods to and from Hongkong are not subjected to any other charges beyond what has been fixed by freaty.

At the same time I consider that we allow our hospitality to err, even to indisorction, and we put a weapon in their hands to be need against us, when we allow a Chinese Customs establishment in our midst, for there can be little doubt that by this means our prestige suffers in the eyes of the natives, and what perhaps is of more practical importance, an intimate knowledge can be obtained in the Colony of trading transactions, which, perfectly lawful and harmless so far as our Free Port is concerned, may in China be subject to those Rules appended to the Tariff which restrict the import of certain descriptions of goods except

under special conditions. But whatever may be said of the present practice of closely investing our port with Costoms Stations on all sides and in its midst, it must be allowed that with the exception of the latter, all these Stations are in Chinese territory, and their closeness may be excused on the ground of the geographical position of the base of operations of those whose business theirs is to watch. The small island of Hongkong with its 50,000 or 60,000 junks annually coming and going, over five sixths of which trade to and from the Sun On and West River and Canton. Districts, and all of which radiate to all points of the compass within an hour or two of leaving this Free Port, offers some reason for the Chinese Government pressing home its revenue protectors as close as they our. That reason disappears, however, with the extension of British territory, and the protector's line should fall back simultaneously with this extension, and China should protect her revenue in the same. way as any other country does, namely, at her ports of entry and clearance instead of revering the practice of civilization and protecting it at the Foreign Ports to which she exports and

from which she imports: How far the existence of these Customs proof is wanting. There can be no question as reason to suppose that piratical vessels were fit | territory or waters, and it is impossible to say junks had become Free Licence and these pirati- she had collected her Customs duties at the instead of at intermediate stations close on our

In 1884 our junk tounage was 49 per cent. of the European tonnage in 1897, it was only are engaged by the conservancy and dust constructors and which have only been taken into our returns during the last few years, were omitted, the decrease would be even more

On the other hand, our returns show an increase of European ocean-going tonnage since 1889 of 25.33 per cent, while the Customs returns show an increase in the number, of junks trading to and from Hougkong and passing the stations, of 90.37 per cent, and it is very probable that the Customs returns are far more accurate with regard to junks than our own, the obcumstances of a Free Port, added to the difficulty of distinguishing and identifying native craft, together with the well-known proficiency with which Chinese lie without hesitation. renders the task 25 1 rect return of some 50,000 or 60,000 junks annually almost impossible with a staff of two Junk Inspectors in Victoria and no one at the outstations whose sole duty it is, and I am forced to the conclusion that a number of these junks come and go without leaving any trace on our records. In 1897 as in 1877 more correct returns would in all probability account for a further apparent increase in the junk

trade, but this correctness cannot be arrived at without additional staff and expenditure. In 1893, this Department began to try lo gauge the amount of cargo tons represented by the registered tonnage of the Shipping frequenting the Port. There is no special staff the machinery for this and its porrectness or otherwise depends on reports and returns made direct from the Shipping, or through its

In 1893 the amount of cargo discharged from European ocean-going shipping was given as 2,717,910 tons. In that year Junks experted 845.177 tons. In 1897 the Enropean cargo was 2,596,458 and Junks exported 684,320. Assuming for the moment that the cargo experted by junks was entirely made up of that discharged from the ocean going European ships, these junks distributed 31 per cent in 1893, and 26 % per cont in 1897 was a bad year for janks. But the Customs returns furnish a still better fact from which to draw our inference namely the value of the trade in janks between Hongkong and China. In 1888 this was Hk. Tis. 33,495,526, in 1893 it was 39,938,740, and in

increase of 25 per cent, in the register tonnage

China by junk, according to the Customs return, was Hk. Tls. 17,663,21% or in the ratio of 1 ton to 6.4 Ilk, Tis, in 1896 the ratio bad

In 1893 the cargo discharged in Hongkong from ocean going ships emonuted to 74 per cent. of the registered toninge arriving, and the transit cargo was 30 per cent., in 1897 the cargo discharged was only 59 her cent, while the transit cargo had gone up to 42 per cent. PASSENGER TRAFFIC. Arrivals, Departures.

British ships... 139,176 139,574 Emigrants 62,665 { including Emigrants. River steamers 579.012 565.627 Launelies2,390,985 2,388,982 Junks 124,909 128,326.

3,290,902 3,285,174 Difference—Excess of arrivals 5.728.

The total revenue collected by the Harbour Department during the year was \$133,028:01, a decrease of \$50,6 5.11 on the previous year which is more than nevounted for by the reduction of the rate of Light Duce from 21 cents to

Licences and Internal-Revenue ... \$ 31,516.00 Fees of Court and Office \$100,466.86 \$183,628.01

STEAN LAUNCHES. On Slat December there were 147 Steam Launches employed in the Harbour; of these 38 were licensed for the conveyance of passengers, 72 were privately owned, 12 were the property of the Colonial Government, and 5 belonged to the Triperint Government in charge the dillitary. Authorities,

One Master's Certificate was suspended for 2 weeks, two for one month, one for 2 months and | Spanish-English : English-Spanish Dicthree for 3 months. EMIGRATION, 60,432 Emigrants left Hongkong for various

places during the year; of these 47,278 were carried by British ships, and 18, 35 by Foreign Round the World on a Wheel, by Fraser ships: 105,441 were reported as having been The Cruise of the Cachelot, by Ballea ... brought to Hongkong from places to which they bad emigrated, and of these 82,694 were brought in British ships, and 22,747 by Foreign | The Paths of the Prudent by, Fletcher ... | 1.50 |

" SUNDAY, CARGO-WORKING. During the year, 238 permits were issued, under the provisions of the Ordinance; of those 65 were not availed of its being found unnecessary for the suip to work carge on the Sunday, and the for paid for the permit was refunded in each case, and 22 permits were issued free of charge to mail stoamers. The revenue collected under this heading was \$25,925; this was \$14,075 more than 1897 .

The Revenue Collected each year since the Ordinance came into force is as follows :---\$11,850

As a revenue raising measure, therefore it has been very successful, as a prevention of Sunday work, however, not much can be said for it; I per cent, of the total occan-going tonnage entering availed of it in 1893 and 7 per cent, in 1898. MARINE SURVEYOR'S SUB-DEPARTMENT.

Return No. XXII shows the work performed by this branch of the Harbour Department, and in forwarding this Lagain desire to record my appreciation of the manner in which to work softhis sub department is carried out. In my annual report for 1801 I referred at length to the case of the Government Marino Surveyor and his Assistant, and I reproduced an extract from a report made by me in a letter dated 14th June, 1892, as follows:— "The duties of these surveyors, I am con-

vinced, are very onerous, the inspection of boilers and engines, especially during the hot weather, being most trying. "The conditions also under which these surveys are bold at Honghang are peculiar, owing to the short hime that reasels as a rule remain in port. In order to save time, applications for currey are constantly received before the ressel's arrival, and it frequently happens that the compation of the survey is the final act before she again leaves. They cannot even afford to wait for their passenger certificates, clearances being frequently granted them by

, me on receipt of a report from the Surveyor that the requirements of the law have been womplied with. It is, therefore, most important that the work of surveying vessels should be carried on as expeditionally as possible, and the importance of these surveys renders it, imporative that the examination should be thorough; in order to insure these conditions it is necessary that there should be an adequate and officient staff. It will be seen from the report of Mr. Dixon attached hereto that the survey of a ressel for Passenger Cartificate occupies himself and his Assistant eight hours, spread over a number of visits, about four. The time consumed, however, on this work is often considerably in excess of

this eight hours, as the ship may be anywhere between the Hunghom Docks and Aberdeen Other surveys though not occupying so much time, in each case, are made under somewhat imilar circumstances. "There are four local Marine Surveyors carrying on business in Hongkong; in addition to these, some of the Stemmship Componies employ special successors for their vessels. The Government. Marine Surveys, practically do a tery large proportion of amalgamated work of all these, having at the same time to so arrange that if possible there should be no delay or inconvenience to any one. No easy matter in a

place where, as may be expected, each owner or agent considers his own-interest as paramount." In the same report (1894) I compared the work done at Hongkong by two men with the work done at Liverpool by eleven men and at Cardiff by six men, and I showed that at Liverpool there were about 40 vessels of 92,000 tons per surveyor and at Cardiff 27 vessels of 53,000 tons, while at Hongkong with all its disadvantages of climate, &c., we had 56 vessels of over 100,000 tons to each surveyor. Once more I must dwell on this subject; the amount of work performed by our surveyors continues to increase and, that it becomes

necessary for me to draw attention to it is, I think, ample testimony that it is satisfactorily performed, for we all know that public duties ill performed soon declars themselves. During the eleven months January-November, 1698, the tonningo surveyed at Liverpool was 967,762 lons, in Hongkong during the year 324,610 tons were surveyed, this gives-100,454 tons per surveyor at Liverpool and 162,305 tons per surveyor at Hongkong.

The Revenue derived by the Colony from the work performed by the Marine Surveyors has increased from \$10,055.87 to \$12,5.24.65 in 1898, the "overtime" fees alone in 1898 amounting to \$570. The Government Marine Surveyors are

again presenting a respectful petition asking for a consideration of their position and an augmentation of their pay, and this I sincerely trust will meet with the success which. I think, it deserves.

SAD DROWNING ACCIDENT.

MB, LAWRIE-SMITH'S DEATH AT TARU. Shanghai. 8th May. The Shanghai public will learn with regret that a telegram was received here from Taku this morning containing the sad intelligence that Mr. R. Lawrie-Smith, the well known furnitore dealer of this port, had been drowned at Taku. Only a few hours before his wife received a telegram from him saying he was returning to Shonghai by the steamer Heinfung from a highly successful business trip to Tientsin, Weihalwel, and Peking. No particulars 66 . UGINSLAND" (East) above Qunen's are given of how the fatality occurred and it is. assumed that he fell into the river while going aboard last night in the dark and was carried under in the strong current. The body has been recovered, and we listing an inquest will be held, when we shall doubless get full particulars. The greatest sympathy is felt with his widow and child in their sad bereavement.—China

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FIVE ROOMED BUNGALOW, situate upon Mount Gough, named "KIR-

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CYEMI-DETACHED VILLA RESID. ENCES on BOWEN ROAD. (Now in course of erection.) Property now occupied by the Bowrington "BAHAR LODGE."

OFFICES:-Ist Floor, No. 10, PRAYA CENTEAL. (Lately occupied by Messrs. MEL-CHERS & Co.) Apply to THI HONGKONG LAND INVEST-

ME T& AGENCY CO., LD. Hongheng and May, 1899. DRIVATE BOARD AND RESIDENCE Mrs. GILLANDERS.
GLENEALY BUILDINGS.

Hongkong, 9th January, 1896. BOARD AND RESIDENCE. MOMFORTABLY FURNISHED BOOMS, with Board. Apply to Mrs. MATHER,

Hongkong, let January, 1802

SOMATOSE.

(Registered). TASTELESS, Odourless, Nutrient Most Powder. SOMATOSE centains all the albuminoid princip a of beef in an easily soluble form. It has wen extensively employed, C. and found to be of the greatest service in consumption, diseases of the stomach and intestinal in convolescence from all diseases. SOMATOSE promotes the assimilation of nitrogenous food, it strengthens the muscles and stimulated the appetite in a romarkable manner. Sole Manufacturers : Farbenfabriken. vorm, FRIEDE. BAYER & Co., Elberfeld.

To be had in all dispensaries and druggist shops, and with WM. MEYERINK & CO. Sole Agents for Hongkong & Chins. Hongkong, 80th March, 1899.

* AUCTIONS

PUBLIC AUCTION. HE Undersigned have received instructions from the Registrar, Supreme Court, to Boll by PUBLIC AUCTION.

For Account of H. H. KIRCH & Co., TO-MORROW (TUESDAY). the 16th May, at NOON, at their Sales Rooms, Ice House Street. 35 Cases WREXHAM PILSENER TERMS :- As Usual -HUGHES & HOUGH, Government Auctioneers.

Hongkong, 18th May, 1899. BY ORDER OF THE MORTGAGEES. PUBLIC AUCTION

GEO. P. LAMMERT has been instructed to Sell by PUBLIC AUCTION. -THURSDAY, the 25th May, 1899, at 2.30 P.M., at his Offices in Duddell Street.

in 7: Lots. THE FOLLOWING YERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES, viz.:-LOT I.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong registered in the Land Office as SECTION COF INLAND LOT NO. 1,414.

Area 588 square feet. Annual proportion of Frown Rent 88.00. The premises situate upon it are No. 244, QUEEN'S ROAD CENTRAL and consist of a three storied Chinese Shop used as a portion of "The Sportsman's Arms and are lot on a lease for 5 years from the let Merch, 1898, at the monthly rental of \$45,00 and taxes. LOT 2.-ALL THAT PIECE or PARCEL

of GROUND situate at Victoria, aforesaid and registered in the Land Office as SUBSECTION No. 2 of SECTION NOF INLAND LOT No. 211. Area 588 square feet. Annual proportion of Crown Rent \$8.40. The promises situate upon it are known as No. 382, QUEEN'S ROAD CENTRAL and consist

of a three storied Chinese Shop. *LOT 8.-ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION C OF MARINE LOT No. 199. Area 1861 square feet. Annual proportion of Crown Ront of \$20.85.

The premises situate upon it are known as storied Chinese Shop. LOT 4:-ALL THAT PIECE of PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION K OF MARINE LOT No. 199. Area 667 square feet. Annual proportion of Crown Rent \$7.50.

The premises situate upon it are known as No. 371, QUEEN'S ROAD WEST, consisting of a two storied Chinese Shop and No. 3, SAI HING LANE, consisting of a godown. LOT 5 .- ALL THAT PIECE or PARCEL of GROUND sintate at Victoria, aforesaid and registered in the Land Office as SECTION B OF MARINE LOT No. 198. Area 1,576 square feet. Annual proportion of

Crown Rent \$19.20. The premises situate upon it are known as No. 224 PRAYA WEST, and consist of a two storied Lainese Shop. LOT 6.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION HOF MARINE LOT No. 198.

Area 974 square feet. Annual proportion of Crown Rent \$11.50. The premises situate upon it are known as No. 4, UN NING LANE, and consist of a Chinese LOT 7.— TLL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as the Remaining

Portion of MARINE LOT No. 238, together with the Reclamation to the Remaining Portion of the said Lot. Area of LOT 443 square feet, Annual proportion of Crown Rent \$7.84. SO. The premises situate upon it are known as Nos. 50 and 51, PRAYA WEST, and consist of a

The Recia ration has nearly been completed and contains an area of 2,397 square feet. For Particulars and Conditions of sale, apply The Auctioneer;

Messrs. DEACON & HASTINGS. The Vendor's Solicitors. Hongkong, 4th May, 1899. DORTLAND CEMENS

J. B WHITE & BROS. Solr Agents for China HOLLIDAY, WISE & CO Hongkong, 11th Amril, 1898.

BICYCLES...

JUST LANDED.

BICYCLES WM. SCHMIDT & CO. Gunsmiths.

FIRST CLASS ENGLISH LADIES AND GENTS'

Hongkong, 9th February, 1899. PROF H. FRANKEL

AMBRICAN. SURGEON-CHIROPODIST, TINDERTAKES to extract corns, and to cure warts, bunions, and ingrowing toenails. Terms moderate.

Address. ** 54-56, QUEEN'S HOAD CENTRAL, Hongkong, 1st May, 1899.

CARTRIDGES.

JUST LANDED. CURTIS'S & HARVEYS' AMBERITE

Specially Loaded in England. Patent Smokeless Sporting Gunpowder containing no Nitro-Glycerine PRICE OF 12-BORE CARTRIDGES. Loaded with Powder only, With Powder and 1 cz. Shot,

Per 100\$6.75. BRADLEY & CO., Hongkong. Hongkong, 25th April, 1899. FOR SALE.

IN HAS. HEIDSIECK'S per Annum on the daily balance. CHAMPAGNE, 1893 WHITE SEAL \$38.00per one of 1 dozen quarts. \$40.00per case of 2 dozen pints. ED. KRESSMANN & CO.'S RED AND WRITE BORDEAUX WINES. G. HIBBERT & CO.'S

BOTTLED ALE & STOUT

SIEMESEN & CO. Hongkong, bih May, 1899. R. J. REMEDIOS. THOREIGN AND COLONIAL STAMP DEALER, No. 37. ELGIN STREET, HONGKONG, Will be glad to sand STAMPS on approvato any address on receipt of satisfactory refer-Is also prepared to purchase used Postaga

AGENTS WANTED,

18 to 25 % Discount Allowed.

BANKS. FITHE MERCANTILE BANK OF INDIA LIMITED. -

Sensoniemo be expected here on Saturday, the 20th instant RESERVE FUND 2000 from Hongkong on the 18th March.

BANKERS. 20,000 from Hongkong on the 18th March. LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance. ON FIXED DEPOSITS :--- For 12 months 2

Manager, Hongkong. Hongkong, 28th April, 1899.

ESTABLISHED 1880. RESERVE FUND

HEAD OFFICE-YOROHAMA. Branches & Agencies. London San Francisco Honolulu New York Lyons Shanghai

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED. PABR'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED. Hongkong Agency—Interest Allowed. On Current Account at the rate of 2 per cent. per annum on the daily balance.

Hongkong, 8th April, 1899. FINE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE. LONDON. CAPITAL PAID-UP..... RESERVE LIABILITY OF SHARE-RESERVE FUND...... £450,000 INTEREST allowed on Current Account at No. 212, PRAYA WEST, and consist of a two the rate of 1% per annum on the Daily balances On Fixed Deposits for 12 months ... 4 per cent.

> T. H. WHITEHEAD. Manager, Hongkong Honghong, 24th May, 1898. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3; PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGRAI BARK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shangha BANKING CORPOBATION. T. JACKSON, Hongkong, Ist August, 1895. TETHE BANK OF CHINA AND JAPAN.

WORKING CAPITAL..... over £200,000 RESERVE LIABILITY OF SHARE-.....fully £400,000 HEAD OFFICE:

36, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore. AGENCIES: Yokohama, Koba, Penang, Bombay, and Calcutta. General Managor-F. C. Bishor.

INTEREST ALLOWED. Denosits 3 months 3 ,

The Bank buys and sells and receives for col ection Bills of Exchange on, and transacts general Banking business with, the above places: CHANTREY, INCHBALD, Manager, Hongkong, 1st January, 1899.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL ... Slanghai Tls. 5,000,00 PAID-UP CAPITAL HEAD OFFICE: SHANGHAI. Branches and Agencies.

Hankow. Canton. Chefoe. Peking. Chinkiane. Swatow. Fooobow. Tientsin. The Bank purchases and receives for collecion Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Trans-

fors payable at its Branches and Agencies. HONGKONG BRANCH. Advances made on approved securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS t 2% per annum on Current Account daily

3% per annum on Fixed Deposits for 3 months. F. W. RUTTER, Worskone, 15th October, 1898. HONG CORPORNGHAI BANK

ING CORPORATION. Reserve Fund RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS R. M. GRAY, Esq.—Chairman.

E Goetz, Esq.
A. Haupt, Esq.
R. H. Hill, Esq. A. J. Raymond, Esq. P. Sachse, Esq. E. Shellim, Esq. ___ Hon, J. J. Reswick. R. Bhewan, Est. A. McConachie, Esq. CHIEF MANAGER: Hongkong-T. JACKSON, Esq. MANAGER: Shanghai-J. 1. WADE GAED'NEE, Esq.

LONDON BANKERS-LONDON & COUNTY BANK-

ing Company, Limited.

N. A. Siebs, Esq.—Deputy Chairman.

Hongrong-Interest Allowed. On Current Account at the rate of 2 per Cent ON FIXED DEPOSITS. For 8 months, 24 per Cent. per Annum. For 6 months, 34 per Cent. per Annum. For 12 months, 4 per Cent, per Annum. T. JACKSON. Chief Manager.

Hongkong, 3rd May, 1899.

E. Burnie, Esq.

FETHE NATIONAL BANK OF CHINA LIMITED. AUTHORIZED CAPITAL£1, # 10,000. PAID UP CAPITAL £ 224,874 HEAD OFFICE-HONGKONG.

BOARD OF DIRECTORS

D.GILLIES, Esq.

CHAN KITSHAN, Esq. KWAN HOICHUEN, Esq. Chow Tune Shane, Esq. J. T. Lauts, Esq. Chief Manager. GEO. W. F. PLATFAIR. STAMPS in Large or Small Quantities for Cash. Interest for 12 Months Fixed 5 % Hongkong, 23rd March, 1899,

VESSELS EXPECTED.

THE FRENCH MAIL. The M. M. steamer Tonkin, with the French mail of the 21st ultimo, left Singapore on

The P. M. steamer City of Rio de Janeiro, with mails, &c., from San Francisco to the 20th ultimo, via Honolulu, arrived at Yokohams, and left for this port this morning, the 12th instant, via Iuland Sea, Kobe, Nagasaki, and The O. & O. steamer Coptic, with mails, &c., left San Francisco for this port via Ronolulu, Yokohama, Inland Ses, Kobe Nagasaki and

Shanghai, on the 28th ultimo. Tho T. K K. steamer America Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Itland Son, Kobe, Naga-TOROHAMA SPECIE BANK saki, and Shanghai on Saturday, the 6th instant. THE INDIAN MAIL. The steamer Suisang, from Calcutta and Straits, left Singapore for this port on the 9th

iustant at 6 a.m. THE AUSTRALIAN MAIL. The E. & A. steamer Airlie, from Sydney &c., left Port Danwin on the 12th instant, for this port. MERCHALT STEAMERS The C. & O. S. S. Co's steamer Shantun left San Diego for Yokohama, &c., on the 16th

The N. P. steamer Lennox sailed from Portland, Or., on the 23rd ultimo, for Japan and Hongkong. The N. P. steamer Olympia sailed from Tacoma for Japan and Hongkong on the 10th The C. P. R. Co.'s steamer Athenian, left Vancouver for Hongkong via Kobe on the 7th ustant, and she is due to arrive at Kobe on the

The N. P. steamer Tartar arrived at Kobe on On fixed deposits for 12 months 5% per annum. Friday, the 12th instant, and left again on the 14th instant. The N. Y. K. steamer Kakata Maru (Europe Line) left Singapore for this port on the 4th instant, and is expected to arrive here on the The steamer Birchtor, from New York arrived at Singapore on the 10th instant, and will sail for Hongkong, Shunghai and Japan

22nd instant.

on the 12th instant. The N. D. L. stenmer, Bamberg, from Hamburg, left Singapore for this port on the 9th Green Island Cement.... instant, and may be expected here on or about H. & China Bakery the 15th instant. The O. S. S. Co.'s steamer Idomeneus, from Hougkong Electric
Glasgow and Liverpool, &q., left Singapore H. H. L. Transvaya ...
on the 9th instant, and may be expected here Hongkong Hotel on or about Monday, the 15th instant. The "Glen" Line steamer Glenlocky left Singapore for this port on the 10th instant, and is due here on the 16th instant,

PASSED THE CANAL, OUTWARD. -25th Apr. -Ambria, Bogstad. 27th April -Courie. 28th April - Priam, Eas. tern. 2nd May-Bengloe. Dorothea Rick.
mers, Aggi, Nubia, John Adamson. 5th May
-Tantalus. 9th May-Glengyle, Sarnia, Mogul, Tamarind. 12th May - Sydney, King Edgar. OMESWARD. - 12th May-Ching Wo, Promotheus.

POST-OFFICE NOTICES The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

The Postal Guide for 1899, revised to date will be found in the Chronicle and Directory, P. XXX This is the only anthorised completed Summary of Postal information published in Hongkong

A MAIL WILL CLOSE. For Singapore Penang and Bombay.-Per Orestes, to day, the 15th intsnot, at 11.00 A.M For Swatow.-Per Pronto, to-day, the 15th instant at 11.00 a.m. For Wuchow — Per Kongpak, to-day the 15th instant, at 1.00 P.M. - For Mauila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per Changsha, to day, the 15th instant at 2.00 P.M. For Tientsin and Chefoo -- Per Hermes, to. day, the 15th instant, at 3.00 P.m.

For Swatow, Singapore and Bangkok,-Per Machew, to-morrow, the 16th instant. at For Singapore, Colombo and Bombay.—Per Yamaquchi Maru, to morrow, the 16th instant, For Singapore and Bombay.—Per Bisagn o to-morrow, the 16th instant, at 11.30 A.M.

the 16th instant, at 3.00 P.M.
For Manila.—Per Diamante, to morrow, the 16th instant, at 4.00 P.M. For Swatow and Tientsin .- Per Kweiyang. on Wednesday, the 17th instant, at 10.00 A.M.

MAILS BY THE CANADAIN PACKET. . The Canadian Mail 1 acket Empress of Japan will be despatched on WEDNESDAY, the 17th

instant, with Mails for Shanghai, Nagasaki, Kobe Yokohama, Victoria and Vancouver, B.C., which will be closed as follows:-10.00 A.M. Rogistry ceases. 11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with Kochi Late Fee until the time of departure. MAILS BY THE FRENCH PACKET.

instant, with Mails to the United Kingdom, Europe, and places beyond, via Marssilles, to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and 8.00 A.M.—Posting of Prices Current and Cir. culars ceases.

10.00 A.M. Registry ceases. 10.30 A.M.—Papers. 10.45 A.M.-Mail closes. Late letters 1.45 11:00. Extra postage 10 cents. MAILS BY THE GERMAN PACKET. The German Contract Packet Preussen will Gutzlaff be despatched on WEDNESDAY, the 24th Sharp Peak ... instant, with Mails for the United Kingdom. Europe, and countries beyond, via Nantes; Swatow to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

8.10 to 8.30 A.M. MAILS BY THE UNITED STATES PACKET The United States Mail Packet City of Rio de Juneiro, will be despatched on SATURDAY, Peru, &c., which will be closed as follows:-10:00 A.M. Registry ceases.

Registry ceases at 7.30 A.M.

the time of departure. NTOT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour -1 QUEEN MARGARET, British ship, Fraser-Standard Oil Co. Evin J. RAY, Amr. bk., Kasten-Sander

USED FOR OVER 20 YEARS. Thoroughly reliable preservative for Wood and Stone against White Ants, Doory, Fungus Rot, and Dampress. Sole Agents for China. KÜTCENS, EINSTMANN & CO.,

Wiolor & Co

MARBOLINEUM-AVENARIUS

Honekong, 31st Anemat, 1897. DUINART PERE & FILS. REIMS Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Hengkong, 17th May, 1895.

COMMERCIAL. CLOSING QUOTATIONS: SATURDAY, Sta. Mar. EXCHANGE.

On LONDON. ---Bank Bills, on demand Bank Bills, at 30 days' sight 1/114 Bank Bills, at 4 months' sight ... 1.11 Credits, at 4 months' sight 2.0 Documentary Bills, 4months sight 2/01 ON GERMANY .--On demand 2013 IN NEW YORK.-Bank Bills, on demand Credits, 60 days' sight40 ON BOMBAY.—. CALCUTTA .--On Shanghal.— ON YOUQUIAMA.-On Manila.--ON SINGAPORE .- "

Sovereigns, Bank's Buying Rate...1003 GOLD LEAV, 100 fine, per tael52.75 JOINT STOCK SHARES. COMPANY. Hongkong & S'hai...

Quotation. [\$486.26, bu vers \$125 269 "/p prem. China & Japan, prf. pominal Do. ordinary... £4 £1 Do. deferred. £1 £5,54. Natl. Bank of China B. Shares £8 \$22, sellem Founders Shares... £1 \$22 sellers Eell's Asbestos E. A.... £1 nominal China Prov. Law Man. \$10, \$9.70, sellers. 8100 \$172, bayers. Ews...... Fls. 100 Tls. 74 International Laon Kung Mow ... Tis. 100 Tis. 78 \$100 \$844, sellers \$3 \$31, huvers \$25 \$35, huyers Dairy Farm Co. Fenwick & Co., Geo. ... 510 \$24), sai. & Sellers \$50 \$31 Iongkong & C. Gas £10 \$129, buyers Sid \$11, cales \$100 \$142<u>4</u> longkong Ice 825 8112, salca 350 \$361 \$50 \$170, sollers Hongkong Rope..... H. & W. Dock \$125 350 p. ct. prem.,— [\$502, buyers neurances-Canton.... \$50 \$1421, sellers \$20 '\$87, buyers China Fire China Traders' \$25 \$614

Hongkong Fire \$50 \$310, sal. & buyers North-China £25 Tls. 180 \$20 \$4, sellers \$50 \$220, ed. & buyer 880 \$1.4 sollers \$10 \$9 75, buyers \$30 \$44, buyers \$40 \$28, unive & soliere \$100 \\$50, buyers 85 \$41, sellers 25c. jã0 cts., sellers \$5 \\$6, reflers \$31, \$31, b (yers 80 874. vellera 10d. \$591, huyers

Charbonnages Fce. 250 \$180, buyers Great E. & Odonian Queens Mines Ld Oliver's Mines, A. ... New Amoy Dock Steamship Cov.— China and Manila... \$50 \$78, buyers £10 £9. 10s., buyers China Mutual Pref. £10 £4. 10s., buyons Do. Ordinary £5 £2, tor., buyers \$50 \$56 buyers Douglas S. S. Co. \$15 \$29, sale. & sollers H., Canton and M... Indo-China S. N..... £10 \$68), buyers \$74 \$13.75, seltem Star Ferry l'ebrau l'innting Co. ... \$5 \$5, sellers 3 \$3, sellere

\$2 \$1.50, buyers United Asbestos \$10 810, nominal Wanchai Wareh'se Co.! \$374 \$39, buyers Watson & Co., A. S.... J. Y. V. VERNON, Broken. OP1UM. Malwa New 720 10 - p.pl. net. 614 eat. rd. Malwa Old\$770 t \$780 Malwa Older.....\$800 to \$840 Fersian Oily..... --Do. P'per-w'pped\$580 to. 🛫

Sales Saturd w -100 chests Bengal Oplum.

CHINA COAST METEOROLOGICAL REGISTER, 12th MAY, AT 4 P.M.

STATION. Vludivostock. 30.14 Nagasaki 30:19 -30.1980.20 The French Contract Packet Salasie will Sharp Peak ... 30.16 be despatched on BATURDAY, the 20th Amoy Swatow.... Capton'..... Hongkong ... Victoria Peak. Gap Rock Macao 30.07 Haiphong ... 29.88 91 45 E 3 C ... Cape S. James - - NE. 4 q 13th MAY, AT 10 A.M. (48 | 90: , - , 0) f | +++ Vladivestock 29.81 Nagasaki Kagoshima ... 80.20 80.15 Amoy 30.13 70 75 W Canton Pongkong ... Victoria Peak The mail closes at 8.00 A.M. Late letters | Gap Rock ... 30.09 82 - see 1 c ---Haiphong ...! Manila Cape S. James

the 27th inst., with Mails for Japan and San over the coasts of China and Japan. Gradients slight on Francisco, the United States, Canada, Honolulu, the China Sca. Forecast: --Moderate E. winds; the HONGRONG REGISTER '11.00 A.M. L'ost Office closes; but Correspondence | Provious | On date | On date may be posted on board the Packet with Late Fee of 10 cents extra Postage until Barometer Cemperature Humidity Direction of wind Wotther manning Righest open air temperature on the 15th

Lowest open air temperature on the 13th F. G. FIGG, Acting Director. Hongkong Observatory, 14th May, 1899. MESSIS, FALCONER & CO.'s REGISTER, 18th May. Barometer 9 A.M...80.07 Therm. 9 A.M. (Wethulb) 74 marometer I P.M., 80.04 Therm. 1 P.M. (Wet bulb) 73 Barometer 4 P.M... - Therm. 4 P.M. (Wet bulb) - Thermom. 9 A.M... 79 Therm. Maximum 91 Thermon. 1 P.M. .. 81 Therm. Minimum (over-Thermom. 4 P.M... - night)...... HOAGKONG TIDE TABLE.

15th to 21st May.

Houghout Height Hongkong

Yangtsze........... Land and Building— H. Land Investment. Humphreys Estate... Kowloon Land & B. West Point Building Luzon Sugar

Mining--

Benares New \$7 Benares Old 170

THE WEATHER,

On the 18th at 11.55 a.m. The barometer is falling in the extre on North of China. The high pressure area, central between the & coast of China and the Loochops, still extends

Ship only the Finest Quality Extra Dry (Green Seal). LAUTS, WEGENER & CO. Sole Agents.

VESSELS ON THE BERTH. VIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP COMPANY). PROJECTED BAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. BAILING DATES. YAMAGUCHI MARU ? BOMBAY VIA SINGAPORE and | TUESDAY, 16th May, at COLOMBO l MARSELLLES, LONDON, & ANT- (SUNDAY, "21st May, at WERP, VIA SINGAPORE. PENANG, COLOMBO, and PORT SAID NAGASAKI, KOBE, and YOKO. (THURSDAY, 25th May, at THURSDAY ISLAND, TOWNSVILLE, FRIDAY, BRISBANE, SYDNEY, and MEL-IDEUMI MARU SEATTLE, U.S.A., via Kone, Thursday, 1st June, at M. J. Curnow YOKOHAMA, and VICTORIA, B.C. ... 4 F.M. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States. Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central. S. MIHARA, Manager. PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY. CANDIA About 17th | greight. For Further Particulars, apply to H. A. RITCHIE, Superintendent. CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. PUNCTUALITY. Twin Screw-Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.) EMPRESS OF JAPAN...Comdr. G. A. Loo, E.N.R. WEDNESDAY, 17th May, 1899 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.WEDNESDAY, 7th June 1899 IMPRESS OF INDIA....Comdr. O. P. Marshall, E.N.R. ...WEDNESDAY, 28th June, 1899 THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-COUVER in-12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close FOR PORT DARWIN, QUEENSLAND connection is made a. Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic PORTS, SYDNEY AND MELBOURNE. Lines, which passengers to Great Britain and the Continent are given choice of Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL-RATES (First class only) granted to Missionaries, Members of the Naval. Captain Moore, will be despatched TO-DAY. Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and The attractive features of this Company's route embrace its PALATIAL STEAM SHIPS The structure teatures of onthe Company and Control of ITS TRANS-CONTINENTAL Steamer. The First-class Saloon is situated on the lst June, direct to Sucz, Port Said and Southern Pacific, Central Pacific, TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the liversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information. Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street. NORTHERN PACIFIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG. VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKSHAMA. FOR VICTORIA, B.O., AND TACOMA FOR PORTLAND, OREGON. IN COUNECTION WITH OREGON RAILROAD AND NAVIGA-IN CONMECTION WITH NORTHERN PACIFIC RAILWAY CO. TION CO. Captain. GLENOGLE ... 9.750 J. McGillivray ... May 30 Len Nox 3,677 J. C. Williamson... June OLIMPIA ... 2.837 J. Truebridge June 17 COLUMBIA ... 2.976 T. H. Dobson July VIOTOBIA ... 3,502 J. Pauton July 4 Mon SHIRE ... 2,874 W. A. Evans July 22 TAGORA 2,811 A. Dixon July 29 LENNOX 3,677 J.C. Williamson ... Aug. 19 HE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAS land to the INTERIOR and EASTERN CITIES of the UNITED. HONGKONG TO LONDON, £47. The Railroad travelling is second to none on the American Continent; two trans-continents trains daily from Tacomy; Dining Car is attached to trans-continental trains day and night TACOMA to New York in 41 days. Magnificent Scenery of the Rocky and CASCADE MOUN-TAIRS. The YELLOWSTONE NATIONAL PARK roule HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28 The best route to the Krondyke Gold Fields. Frequent Sailings from Victoria TACOMA and PORTLAND to DYEA and ST. MICHAEL. HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d. This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TA-. TOMA or PORCLAND to CIVEABAR and return, Sleeping and Dining Car accommodation. Tacoms or Portland to Livingston and roturn, and Stage Coach transportation Cinnabar to

Mammoth Hot Springs, Norris, Fountain and Upper Geyser Busins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the

These tickets will be sald for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embark thion on N. P. Steamer within four menths. thus affording ample time for hunting and fishing trips in addition to the tour of the Park, The round trip can be made within three months. Rates of Passage to other Points on application

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED

General Agents.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA

(EAST ASIATIC SERVICE)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and Baltic Ports; North and South American Ports).

SUBJECT TO ALTERATION.

GIBANDRS.		DESTINATIO	N.	SAILING	DATES,
. La. EHIDELBERG. Cupt. Schuder	HAVRE &	HAMBURG . transhipment	in Hamburg)	About 24th May.	Freight an Passage.
• c.s. SIBIRIA	HAVRE & I	HAMBURG transhipment	in Hamburg) {	About 30th	Proight on Passage.
e.s. BAMBERG Capt. Voss	1 (Propagni Mich	r tramani binen c	in iraninari K. I	o uma	・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・
* 8.0 KONITSBERG. Capt. Christiansen	. ∫.(Loudon witl	transk pment	in Hamburg)	June,) Passage.
D. RICKMERS	NEW YOR Via Suez	K Canal	<i></i> (About 5th July.	Freight.
		"		A	and the second s

Etewardess. Calling at Naples for passengers only, if sufficient inducement offers,

Hongkong, 27th April 1899.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO.,

VESSELS ADVERTISED AS LOADING.

the supplied to the property of the second o		V. 1965 . 20 1			TO BE DESPITCHED
DESTINATION.	VERSEL'S NAME.	PLAG & RIG	OAPTAIN.	HOE PRRICHT APPLY TO	· · · · · · · · · · · · · · · · · · ·
u	Orestes	Brit. str	Pulford	Butterfield & Swire	To-day.
LONDON VIA SUEZ CANAL	Glauous	Brit. str.	Barwise	Butterfield & Swire	On 23rd inst
LONDON VIA SUEZ CANAL			Haughton, B.N.R	P. & O. S. N. Co.	On or about 17th inst.
LONDON	Candia	Jap. str.	J. S. Thompson		On 21st inst, at 4 P.M.
MARSEILLES L'DON & ANTWERP	Kawachi Moru	Fren. str	Negro.	Messageries Maritimes	On 20th inst., at Noon.
MARSEILLES VIA BOMBAY &C	Salazie	Ger. str.	Heintze	Melchers & Co	On 34th inst, at 9 A.M.
BREMEN VIA PORTS OF CALL	Ртепянен		Schuder	Carlowitz & Co	On or about 24th inst.
HAVRE & HAMBURG	Heidelberg		Hildebrandt	Carlowitz & Co	On or about 30th inst.
HAVRE & HAMBURG	Sibirin	Ger. str	Christiansen	li pre i la constanti del Alla	On or about 25th June.
HAVRE & HAMBURG	Konigsberg			Carlowitz & Co	On 15th June.
HAVRE & HAMBURG	Bamberg	Ger. str.	Maganzini		To-morrow, at Noon.
GENOA MALAGA V. STRAITS &co	Bisagno	Ital str	Leg. R. N.B	Canadian Pacific R. Co	On 17th inst., at Noon.
VANCOUVER, v. Shanghat, &c	Empress of Japan.	Brit. str	McGillivray	Dodwell & Co., Limited	1
VICTORIA, B.C., & TAGOMA	Glenogle	Brit. str		Dodwell & Co., Limited	On Sed June.
PORTLAND, OREGON, &c	Londor	1 773 74 7 1 1	Willamson	O. & O. S. S. Co	On June 6th at Noon.
SAN ERANCISCO VIA S'HAL &C	Coptio			P. M. S. S. Co.	On 27th inst., Daylight.
SANGRANCISCO VIA S'HAI. &O	C.of Rio de Janeiro	1 - 1 1	negation of the last open and the	Toyo Kisea Kaisha	las come a la Marana
BAN FRANCISCO VIA JAPAN	Nippon_Maru	Jap. str.	Townska	i and it is a series of the se	Quick despatch.
BAN FRANCISCO	Queen Margaret	,	Fraser	TO 11	On or about 30th inst
SAN FRANCISCO & SAN DIEGO.	Thyra		T. Cladara	1	On 1st June, at 4 P.M.
SEATTLE, v. Kobe & Y'HAMA	. Idsumi Maru		M. J. Curnow	L	
NEW YORK VIA SUEZ CANAL	Vorugern	Brit. str	Fairwoather		
NEW YORK VIA SUEZ CANAL	D. Hrokmers		Christionson	Shewan, Tomes & Co	On or about 24th inst.
NEW YORK VIA BURZ CANAL	Undanated	Brit. etr	75 TT		To-morrow, at Noon.
ROMBAY V. SINGAPORD & COLEO	Yamaguoni Maru				On 26th inst., at 4 P.M.
LAUSTRALIAN PORTS	Rasuga maru		E. W. Haswell		To-day, at 3 P.M.
AUSTRALIAN PORTS	Changana	. Brit. str	Moore	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Quick despatch.
VLADIVOSTOCK	Michael Jensen	. Ger. str	15 mt co 14	Melchers & Co	On 25th inst., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	Futami Maru		C. H. Hillcoat	Nippon Yuson Kaisha	On 17th inst.
YOKOHAMA & KOBE	. Bamberg		Mayor	Siemssen & Co.	
Y'HAMAV. S'HAI, N'SAKI & ROBE	Japan	. Brit. str	Wright R.N.R		
ROBE DIRECT	Nankin	. Brit. str	Loyn B.N.R.		
S'HAI, N'SARI; KOBE & Y'HANA	Tonkin	Fren. etr	Vaquior		
SHANGHAI, Y'HAMA & KOBE	Birchtor	Brit. str 🛶	Belleine		
SHANGHAL			Honormann		
SWATOW & TIENTSIN			Outorbridge		
SWATOW, AMOY & TAYSUI	`` '	l == 4	Namokata		
SWATOW,	Pronto	. Brit. str	Grandt		To der at 2 man
MANILA	/Chaptesha	. Brit. str	Moore	Butterfield & Swire	The manual of 5 to 80
MANILA	r	Brit str	Taylor	, Shewan, Tomes of Co.	"I To-morton, at o semi
III II	7 7 7	· · · · · · · · · · · · · · · · · · ·	<u> </u>		

"BAMBERG,"

Captain Mayer, will be despatched for the above

ports on or about WEDNESDAY, the 17th

FOR WLADIWOSTOCK.

"MICHAEL JEBSEN"

will be ready to load here on or about THURS-

DAY, the 18th instant, for the above port, and

will have quick despatch.

For Freight, apply to

MELCHERS & CO.,

COMPAGNIE DES MESSAGERIES

NOTICE.

SAIGON, SINGAPORE, BATAVIA

COLOMBO, BOMBAY, ADEN, EGYPI

MARSEITLES, L'EDITERRANEAN

AND BLACK SEA PORTS,

LUNDON, HAVRE, BORDMAUX,

PORTS OF BRAZIL & RIVER PLATE.

at Noon, the Company's Steamship

This Steamer connects at COLOMBO with

G. DE CHAMPEAUX,

places of Europe.

----- Bth May, 1899.

FOR SHANGHAI, YOKOHAMA.

AND KOBE.

"BIRCHTOR."

FOR NEW YORK VIA SUEZ CANAL.

"UNDĀUNTED"

will be despatched for the above ports about

the 24th inst. to be followed by the "BEN-

For Freight, apply to SHEWAN, TOMES & CO.,

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE COLOMBO, ADEN. SUEZ

PORT SAID.

NAPLES, GENOA, ANTWERP,

BREMEN, AND HAMBURG.

PORTS IN STHE LEVANTE, BLACK-

SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BAL-

TIMORE, NEW ORLEANS,

GALVESTON. AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.-CARGO CAN BE TAKEN ON THROUGH

PROPOSED SALLINGS FROM HONGKONG:

(SUBJECT TO ATTERATION.)

PREUSSEN | Wednesday ... | 24th May.

SACHSEN | Wednesday ... | 21st June.

BAYERN | Wednesday ... | 19th July.

N WEI NESDAY, the 24th day of May,

1899, at 9 A.M., the Company's Steam-

ship "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port as above, CALL-

Specie will be received on Board until 5 P.M. on

not exceed Two Feet Cubic in Measurement.

and carries a Dooter and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

Hongkong, 27th April, 1899.

The Steamer has aplended accommodation

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in

South Aprica, in connection with Indo-

service hence to CALCUTTA. Bailings from

DODWELL & CO., LIMITED.

CALCUTTA for CAPE PORTS every fortnight.

For freight and further particulars,

MELCHERS & CO..

PLACES IN RUSSIA.

ING at NAPLES and GENOA.

BILLS OF LADING FOR THE PRINCIPAL

DODWELL & Co., LTD.,

Agents.

or about SATURDAY, the 20th inst.

For Freight or Passage, apply to

Hongkong, 12th May, 1899.

LOMOND" about the 3rd June.

Hongkong, 12th May, 1899.

THE Steamship

MARITIMES.

PAQ JEBOTS POSTE FRANCAIS.

STEAM FOR.

SIEMSSEN & CO.,

THE Steamship

Eor Freight, apply to

THE German Steamer

Hongkong, 11th May, 1899.

Hongkong, 11th May, 1899.

VESSELS ON THE BERICH. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES," Captain Pulford, will be despatched as above TO DAY, the 15th inst. .-For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Acents. Hongkong, 12th May, 1899.

CHINA NAVIGATION COMPANY. LIMITED.

FOR MANILA. HE Company's Steamship

" CHANGSHA," Captain Moore, will be despatched as above TO DAY, the 15th inst., at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE, Agents. Hongkong, 9th May, 1899. CHINA NAVIGATION COMPANY,

IN THE Company's Steamship

"CHANGSHA! the 15th instant, at 3 r.m. The attention of Passengers is directed the Superior Accommodation offered by this forward of the Engines. A Refrigerating Marseilles. Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N. B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND

AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

[1237 pan v 5 Office. Hongkong, 9th May, 1899.

NAVIGAZIONE GENERALE ITALIANA:---

(Florio and Paratino United Companies.) TEAM FOR SINGAPORE, PENA. G. / THE Steamship BOMBAY, ADEN, SUEZ, PORT SAID,

NAPLES, LEGHORN, GENOA. (DIRECT WITHOUT TRANSHIPMENT), Having connexion with Company's Mail Steamers to VENICE and TRIESTE, ODESSA NEW YORK, BUMEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH

and SOUTH AMERICAN PORTS up to CALLAO, and laking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA VALENZA. ALICANTE, ALMERIA, and MALAGA.

THE Steamship Captain Maganzini, will be despatched as above TO-MORROW, the 16th inst., at NOON. At BOMBAY the Steamers are discharging in

TICTORIA DOCK. The steamer has superior accommodation for For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Hougkong, 11th May, 1899.

FOR SHANGHAI.

THE Steamship

"LYEEMOON," Captain G. Heuermann, will be despatched for the above port TO-MORROW, the 16th inst.

This steamer has superior accommodation for Fitst and Second Class Passengers.

For Freight or Passage, apply to SIEMSSEN & CO. Hongkong, 11th May, 1890.

THE CHINA AND MANILA STEAM-SHIP CO., LIMITED. FOR MANILA.

THE Company's New Steamship Captain Tayler, will be despatched for the LINIE. Captain Tayler, will be despatched for and above port TO-MORROW, the 16th instant, at 5 P.M., instead of as previously advertised. The attention of Passengers is directed to

the excellent accommodation provided by this stonmer. She is fitted throughout with Electric For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 11th May, 1899.

CHINA NAVIGATION COMPANY, LIMITED. FOR SWATOW AND TIENTSIN

" KWEIYANG." Captain Outerbridge, will be despatched as above on WEDNESDAY, the 17th inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE

THE Company's Steamship

FIRE British Steamship

Hongkong, 15th May, 1899. FOR NEW YORK VIA SUEZ CANAL.

"VORTIGERN" Captain Fairweather, will be despatched for the above port on or about the 27th May. To be followed by the S. S. "MACDUFF' S. S. "AFRIDI" at short intervals.

For Freight, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Henricong, 4th August, 1697. Hongkong, 15th May, 1891

VERSELS ON THE BERTH VESSELS ON THE BERTH FOR YOKOHAMA AND KOBE. U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP

> VIA INLAND SEA OF JAPAN AND HONOLULU.

COMPANY.

PROPOSED SAILINGS FROM HONGEONS. CITY OF RIODE JANEIRO (v. Shanghai, Nagasaki, [SATURDAY, May 27, Kobe, Inland Sea, Yo. 1899, at DAYLIGHT.

CITY OF PEKING (via Shanghai, Nagasaki, (THURSDAY, June Kobe, Inland Sea, Yo. 22, 1899, at Noon. kohama and Honolula). CHINA (via Shang-) hai, Nugasaki, Kobe, Tuesday, July 18, Inland Sea, Yokohama, 1899, at Noon. and Honolalu)

THE U.S. Company's Steamship "CITY OF RIO DE JANEJ")" will be despatched for SAN FRANCIS , VIA SHANG HAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATUR-DAY, the 27th May, 1899, at Noon, taking Freight and Rassengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Eng-

ON SATURDAY, the 20th May. 1899, land, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of "SALAZIE," Captain Negre, with Mails, the United States or Captain Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY. the United States or Canada. Rates may be ob-Passengers holding through ORDERS TO the S. S. "AUSTRALIEN." which vessel takes | EUROPE ave the choice of Overland Rail

on her Passengers and Mails leaving that port | routes frc. San Francisco, including the THIE Company's Steamship and NORTHERN PACIFIC RAILWAYS; also the Captain Barwise, will be despatched as above Cargo and Specie will on registered for Loudon as well as for Marseilles, and accepted in | CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. transit through Marseilles for the principal

Passengers holding orders for OVER-Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., LAND CITIES in the United States have Specie and Parcels until 3 P.Mon the 19th, between San Francisco and Chicago, the option May. (Parcels are not to be sent on board; of the Southeen Pacific, Central Pacific, they must be left at the Agency's Office.) Union Pacific, Denves and Rio Grande, Contents and Value of Packages are required. | and other direct connecting Railways, and from For further Particulars, apply at the Com- Chicago to destination the choice of di act lines

Particulars of the various routes can be had on application. Special rates (first class only) are granted to

Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokehama and other Japan Ports, Captain Belleine, will be despatched as above on, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Hayana, Trinidad, and Demorara, and to ports in Mexico, Control and South America, by the Company's and connecting Steamers.

> Freight will be received on board until 4 P.M the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to. address in full; value of same is required.

> Consular Invoices to accompany Cargo des-tined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Enveloper, addressed to the · Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company,

J. S. VAN BUREN; Agent

Handleng, 3rd May, 1899. CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY. IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE

RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRAN CISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA. &c---

S.S. "THYRA" (About 30th 3,406 Tons L. May. S.S. "BELGIAN KING" (About 20th 3,879 Tons June. S.S. "CARMARTHENSHIRE" ... (About 20th 2,929 Tous...... July. S.S. "CARLIBLE CITY" S About 20th 3,002 Tons August ...

Shipping Orders will be granted till NOON ITHE Steamship "THYEA" will be deson Monday, the 22nd May. Cargo and L patched for SAN FRANCISCO and Passage apply to the Agency of the Company, SAN DIEGO via NAGASAKI, KOBE, TUESTAY, the 23rd May, and Parcels will YOKOHAMA, and HONOLULU about 30th

be received at the Agency's Office until Noon May.
on Tuesday, the 23rd May. Contonts of Three Through Bills of Lading issued to any point in The United States Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany Cargo des. Waren is the cause of much Sickness on board tined to Points beyond San Diego, should be sanh to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Freight or FILTERED WATER.

Passage apply to BUTTERFIELD & SWIRE, Hongkong, hima, and Japan. Hongkong, 3rd May, 1899. FOR BAN FRANCISCO.

CHINA STEAM NAVIGATION CO.'s fortnightly THE 100 A.1. British Bark QUEEN MARGARET! Fraser, Master, will load for the above port and will have autok dematch. For Freight, apply to SHEWAN, TOMES & CO.

Handkong, 17th March, 1899;

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGRONG. NIPPON MARU (via)

kohama, and Honolulu)

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCIS. CO. VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONO-LULU, on SATURDAY, the 20th May, 1899, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Eug-land, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVEE AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY OF PAYMENT of £4 in addition to the regular tariff rate.

Passengers holding orders for CVERLAND CITIES in the United States have, between San Francisco and Chicago, the option the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, DENVER AND RIO GRANDS, and other direct connecting Railways, and from Chicago to destination the choice of direct lines

Particulars of the various routes can be had on application... Special rates (first class only) are granted to

Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their fau ilies.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana Trinidad, and Demerara, and to portsin Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to its Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 22nd April, 1899

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

"GLAUCUS," on TUESDAY, the 23rd May. For Freight or Passage, apply to BUTTERFLELD & SWIRE,

Hongkong, 26th April, 1899. OCCIDENTAL AND ORIENTA SPEAMSHIP COMPANY

TO JAPAN, THE UNITED STATES, MELICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA TH OVERLAND RAILWAYS AND TLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND BEA OF JAPAN AND · HONOLULU.

PROI OBBD SAILINGS FROM HONGKONG. COPTIC (sia Shanghai." Nagaraki, Kobe, In- (Tuesday, June 6, land Sea, Yokohama (1899, at Noon. and E enolulu)

GAELIC (via Shanghai, SATURDAY, July 1 Nagaraki, Kobe, Inland Sea. Yokohama (1899, at Noon, and B molulu) Doric (via Shanghai, I

Nagasaki, Kobe, In- (Tuesday, July 25, land Sea, Yokohama, 1899, at Noon. and Honoluia) Will be despatched for SAN FRAN-

CISCO VIB SHANGHAI, NAGASAKI KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 6th June, 1899, at Noon, Steamers of this line pass through the IN-

LAND SEA OF JAPAN and call a HONO-LULU and passengers are allowed to break their journey at any point on route. Through Passenger Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application. Special rates (first class only) are granted to

Missionaries, members of the Naval, Military, Diplomatio, and Civil Services, to European officials in service of China and Japan, and to FILE P. & O. S. N. Co.'s Steamer Government officials and their families.

Passengers who have paid full fare, re-amburking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to

All FARGEL PACHAGES should be marked to address in full; and same will be received at the Compary's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Queen's Building.

Hengkong, 12th May, 1899.

J. S. VAN BUREN, Agent.

TO SHIPMASTEES. NOUIRE where your FRESH WATER no claims will be recognised.

in obtained by the Water Boats, as Four H. A. RITCHIE.

We are the ONLY WATER BOAT COMPANY

in Howokone EXCLUSIVELY supplying

CALL FLAG W. J. W. KEW & CO., STRAM WATER BOAT COMPANY. Barring, 9th October, 1895. KOWLOON EXTENSION.

NEW MAP of HONGKONG, KOW-LOON and ADJACENT TERRI-TORIES showing the Boundary under the New Convention, with the Towns, Villages,

1 to Prepared from Anthoritative Sources and
Printed in Colours, Price \$1 To be had at Messrs. KELLY & WAISH, LD. Daily Press Office. Hongkong, 28th October. 1898.

NOTICES TO CONSIGNEES

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE. FROM NEW YORK AND STRAITS. THE Steamship

"INDRAPURA" having arrived from the above ports, Consignosa Shanghai, Nagasaki, Saturday, May 20, of Cargo by her are hereby informed that their Kobe, Inland Sea, Yo- (1899, at Noon, Kobe, Inland Sea, Yo- (1899, at Noon, Shanghai, Nagasaki, Tunsday, June 13, Kobe, Inland Sea, Yo- (1899, at Noon, Kobe, Inland Sea, Yo- (

instant will be subject to rent. No Fire Insurance has been effected.

Consigness are requested to present all claims for damages and/or shortages not later than the 26th instant, otherwise they will not be

Bills of Lading will be countersigned by JARDINE, MATHESON & CO. Agents. Hongkong, 12th May, 1899.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY. NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT. SAID, ADEN, KAERACHI, BOMBAY, PEN-ANG, AND SINGAPORE. THE Steamship.

having arrived, Consigness of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This versel brings Cargo:-From Trieste, ex s.s. Imperatrix, transhippe at Bombay. From Venice, ex 8.8. Massimiliano Carlotta, transhipped at Trieste. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 19th May, or they will not

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th May will be subject to rent. Bills of Lading will be countersigned by

oe recognized.

SANDER, WIELER & CO., Agents. Hongkong, 12th May, 4899. NAVIGAZIONE CENERALE

ITALIANA. (Florio and Rubattino United Companies.) NOTICE TO CONSIGNEES:

FROM BOMBAY AND SINGAPORE. THE Steamship

having arrived from the above ports, Consignees: of Cargo by her are hereby informed that their goods are being landed at their risk into the. Godowns of the Hongkong and Kowloop Wharf and Godown Co., Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately. All damaged packages must be left in the Godowas and a certificate of the damage.

oltained from the Godown Company within. ten days after the vessel's arrival here, after which no claims will be recognised. No Fire Insurance has been effected and any Goods remaining in the Godowns after the 10th May, 1899; will be subject to rent. Bills of Lading will be countersigned by CARLOWITZ & CO.,

Hongkong, 10th May, 1899. AUSTRIAN LLOYD'S STEAM

NAVIGATION COMPANY. NOTICE TO CONSIGNEES.

FROM KOBE. THE Steamship

"MARQUIS BACQUEHEM, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowleon Wharf and Gedown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods TAKING CARGO AND PASSENGERS have left the Godowns, and all Claims must be sent in to the Undersigned before-NOON on the 14th May, or they will not be recognized: No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 14th May, will be subject to rent.

Bills of Lading will be countersigned by BANDER, WIELER & CO., Agents. Hongkoug, 7th May, 1899.

STEAMSHIP "LAOS," COMPAGNIE DES MESSAGERIES MARITIMES.

MONSIGNEES of Cargo from London and Havre ex s.s. Tigre, and Bordeaux ex 8. 8. Ville de Cette, Ville de Montevideo, and Ville de Buenes Ayres, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Goods remaining unclaimed after MON-DAY, the 15th inst., at Noon, will be subject to rent and landing charges. All Claims must be sent in to me on or before the 15th inst., or they will not be recognised. All Damaged Packages will be examined on MONDAY, the 15th inst., at 3 P.M.

G. d. CHAMPEAUX,

Hongkong, 8th May, 1899. NOTICE TO CONSIGNEES.

No Fire Insurance has been effected.

FROM BOMBAY COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where cach consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

This vessel brings on Cargo :-From London, ex as. Himalaya. From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers. From Zanzibar, &c., s.s. ex Rajpootana.

Optional Goods will be landed here unless instructions are given to the contrary before I P.M., TO DAY. Goods not cleared by the 16th inst., at " 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged packages must be left in the

Godowns and a certificate of the damage obtained from the Godown Company within ton days after the vessel's arrival here, after which Saperintendent.

Hongkong, 11th May, 1899. NOTICE OF FIRM.

I the premises at 43A. Queen's ROAD EAST AS a CYCLE EMPORIUM and beg to solicit the patronage of the public of Hong. kong. A first class selection of CYCLES (LADIES' and GENT'S) is on yiew and inspection is freely invited. Repairs undertaken and accessories supplied.

McKIEDY & CO.,

Cycle Agents. Hongkong, 20th September, 1898.

Printed and Published by D. WARETS SMITH, at 28 Wyndham Street, Victoria, Honghangt